The Herald,

Wednesday, May 17, 1871.

NEW BRUNSWICK is fast becoming a paradise of delights. It enjoys all the blessings which Confederation can bestow. A notable portion of its population is filled with discontent, and its treasury is bankrupt. Even with the strictest economy, her public men allow that it is impossible to make "both ends meet." A deficit of from $10,000 to $15,000 is an apt commentary on four years of Confederation. Material unprosperity, however, was not, it seems, enough for the suffering people of New Brunswick. Their moral prosperity had also to be subjected to a ruinous influence. A flourishing Christianity can co-exist with political misery; but it struck the Legislative mind of New Brunswick, that the two things were incongruous. Paganism and decay was a more picturesque union—it could be better understood by the thinking portion of mankind, and so it came to pass that the classical tastes of the Local legislators, imposed upon the Province of New Brunswick a godless, that is, a pagan system of education. It was progress and enlightenment to take such a step. The spirit of the age required it. The land fared sadly, to hastening ills a prey, and why should the souls of men be out of keeping with their surroundings? What confederation was effecting in a material, godless education would accomplish in a moral sense. Therefore, we have said that New Brunswick has now every chance to make herself a paradise of delights, and we avhe no doubt the enterprise will be accomplished in due time.

There are a few prominent points connected with this New Brunswick School Bill, from which instruction can be derived, and to which we beg to call attention. The motives made use of, in order to stir men up to favor the proposed new system of education, exhibit such an inordinate amount of bigotry, as, we hope, the world seldom witnesses now-a-days. The *Telegraph* gave liberal promises to those who were unwilling to submit to direct taxation, that they would have, in the satisfaction of oppressing and harassing their Catholic neighbors, ample compensation for all they might be compelled to pay. "Several constituencies," it says, "who might prefer the present system to that of direct taxation, are much more opposed to the principle and the cost of maintaining denominational schools." The special grants to Catholic schools were paraded on all occasions before the eyes of the public, and by industrious manipulation, became the strongest argument for overturning the system which tolerated such iniquities. It was a repetition of the old Maynooth stalking horse, which for years played so prominent a part in British politics. To spite a particular religious sect, is certainly not a lofty motive of action for law givers; it is one, however, which, on this Education question, has a much wider and deeper sway than certain upholders of secular schools would wish publicly to acknowledge. We have always been anxious to ascertain how long godless schools would be upheld amongst us by act of Parliament, if there were no Catholics in the community, and we have pretty much settled down into the conviction, that were the Catholics on this Island a despicable minority, which it was safe to ignore, we would speedily see denominational education, in the fullest sense of the word, introduced into the colony, and some of the men who now make the greatest outcry against it, would be its most notable champions. Let us be just then to New Brunswick, it is not the only spot on earth where public men make a spite do duty for a principle. Prince Edward Island could furnish not a few such.

There is another circumstance attending this Legislative action of our neighbors worth noticing. It is this: The School Bill has been imposed on the Province of New Brunswick, by the votes of five out of six of the representatives of Counties, the great majority of whose people are Catholics. This is certainly deplorable, and more so, because, had those representatives of Catholic majorities voted against the bill, it would have been lost. Whence has this strange anomaly arisen? Are these five members Catholics? Or have these Catholic constituencies, with that easy credulity for which Catholic constituencies are above all others renowned, committed the guardianship of their interests to any non-Catholic, who solicited their confidence in preference to one of their own religionists? If they have, they have only followed a very common usage; and we trust that the result which has attended such proceedings, will go to make our Catholic populations everywhere more wary as to the manner of men they choose for representatives. We would as soon be represented by a Protestant as a Catholic, is a very common expression of opinion among Catholics on both sides of the Atlantic; and the number of Protestants who represent Catholic constituencies, shows that the opinion is acted on. This may be deemed generous and unbigotted. Yet, if we look about us, we shall find it is a generosity and a lack of bigotry which our Protestant fellow countrymen are not in the habit of copying. They choose their representatives from their own ranks. Of this we do not complain, on the contrary, we think it worthy of imitation, and we would only be too glad to see the Catholic constituencies everywhere do the same. What chance, for instance, would a Catholic here have of being returned for Bedeque or New London? His very appearance in such districts, on such an errand, would be deemed, not unwisely, a strong proof of weakness of intellect. But Protestant gentlemen can offer themselves to our most Catholic constituencies, and make sure of being returned. Were Catholic interests never bound up with political questions, this might be of little or no consequence. But this school question, for example, is one which intimately concerns the Catholic people, and it has become a topic for discussion in the halls of Legislature. It is fitting, therefore, that Catholics should be represented by men of their own persuasion, who can view the question from their stand-point, and attach to it its legitimate importance. In exhibiting the simplicity of the dove, we only practice one portion of the injunction. We must occasionally show the wisdom of the serpent.

THE FISHERIES.

If the telegraphic text of the Treaty, arranged between the Joint High Commission of Great Britain and the United States, which was received from Washington last week, and which will be found in another part of to-day's paper, is correct, then the Fishery Question has been settled, but settled upon a basis by no means satisfactory to the people of these Provinces. The British Commissioners, of whom Sir John A. McDonald was one, appear to have surrendered everything to the shrewd Yankees. The latter are permitted to fish wherever they like, and whatever they like, with the exception of shellfish, salmon and shad; they can come into our harbors to obtain shelter; they can land on our shores to procure wood and water, to dry their nets, cure their fish, and for all other purposes connected with the fishing business, as freely and unreservedly as British subjects. In exchange for these great privileges, the *only* equivalent they give the colonists, is that of admitting their fish into the United States markets duty free. The permission given to British subjects to fish on the Eastern coasts and shores of the United States, north of the thirty-ninth parallel of latitude, is a pure humbug. The colonists neither ask nor desire the privilege to fish tomcods, perch and very inferior mackerel on the Eastern coast of the United States; and the British Commissioners appear to have had a glimmering idea that in establishing reciprocity in fishing upon that basis, they surrendered a substance for a shadow, a reality for a myth. For all practical purposes, the Americans might just as well permit the colonists to fish around the shores of Alaska, instead of on the Atlantic coast, north of the thirty-ninth parallel of latitude. So, to adjust the difficulty, we have provision made for a mixed Commission, to determine the money-value of the excess of privileges granted to the Americans. This part of the Treaty, is deserving of serious consideration, by the people of this Colony. Our fisheries, valuable as they are, can, of course, find their equivalent in dollars and cents; but we are strongly of opinion that they are not likely to do so through the agency of a Commission, in whose appointment we shall possibly have no voice, and over whose actions we can exercise no control. If the Commissioners, on the part of the Colonies, are to be appointed by the British Cabinet, then, all the compensation which the colonists will ever receive for the surrender of their fisheries, might be expressed by a cypher. But supposing the arbitrators, on our side, consisted of colonists who thoroughly understood the value of the fisheries, and were united in asking for a specified sum, the Americans have it in their power to refuse, and call for an umpire, to be designated by a friendly power, to decide the question. In that case, it is easy to forsee who would get the best of the bargain. The umpire would, most likely, be a German or Russian diplomatist, knowing nothing whatever of the merits of the question at issue; but animated with the desire to render a service to the great Republic of the West. With the United States on one side of the scales, and the Colonies, abandoned by the Mother Country, on the other, it is not difficult to tell where the weight would incline. The Teuton or the Cossack, or, indeed, the nominee of any Potentate on either side of the Atlantic, would sacrifice our interests without the slightest compunction, in a question between the Colonies and the United States, and the more readily so, because the Parent State is anxious, for more reasons than one, to have the matter settled. The compensation, therefore, which we will receive through the proposed Commission, may safely be put down at *nil*. If, however, the *quid pro quo* were something handsome, the interesting question would arise: How is the money to be divided? How many dollars is Prince Edward Island to receive as her share of the compensation? If justice were done, and the full value of the fisheries which she surrenders taken into consideration, her proportion would be fully one-half, or more, of the subsidy—a proportion, however, which the Dominion will never be called upon to give, nor the Island to receive. Sir John A. McDonald must have been mad to agree to so stupid and complicated an arrangement. How much simpler and better it would have been, when the question of compensation was brought up, to allow the American Government to deal directly with the Governments of those Colonies, around whose coasts its fishermen desired to fish, and make the best bargain it could? The arrangement might have been from year to year, or for a limited number of years; but, in either case, the fisheries, like every other marketable article, would then have realized their true value, and all causes of dissatisfaction and trouble, between the Colonies themselves, as well as with United States, would have been avoided. This is one of the suggestions which the Legislatures of this Island and that of the Dominion, to which, we presume, the question will be referred in the course of a few weeks, should insist upon, and press the American and British Governments to adopt. We have already seen that by boldly maintaining our rights, we have had the American markets thrown open to our fish, and the American coast on the Atlantic seaboard, north of the thirty-ninth parallel of latitude, opened to our fishermen. We have also had presented to us the prospect of fair compensation for access to our fisheries; and it only remains for ourselves to take a firm stand to obtain *justice* in the settlement of this question. On no other basis will satisfaction be secured to either party.

The treaty, such as it is, will be of material advantage to this Colony, and, with the suggestions which we have just given, embodied in it, will, no doubt, prove acceptable to its inhabitants. The blatant *patriots* who cravenly advised the complete surrender of our fisheries, without any compensation whatever, and assumed credit to themselves for so doing, heaped unmeasured abuse upon all those who aided or abetted the measures taken last summer to prevent the Americans encroaching within the three-mile limit; but it is quite evident now, that had not the provisions of the Treaty of 1818 been as rigidly enforced as they were, no such concessions as we have an immediate prospect of obtaining, would ever have been granted. Capt. Hardinge received from his Sovereign a fitting reward for the faithful discharge of his delicate, and, oftentimes, unpleasant duties, by being promoted to the command of one of the first gunboats in the navy. The people of this Island will also owe him a debt of gratitude, if his services, in connection with those of others, while on this station, have been productive of a Treaty which settles a vexed question upon a basis which guarantees the Provinces their full rights and privileges. We take credit to ourselves for having advocated the real interests of the people, when this question was being discussed, both in the press and in the Legislature, and, looking at the result of the policy adopted, we can afford to smile at the abuse which was levelled at us, by a clique of half-baked political philosophers, who assumed to themselves all the patriotism and wisdom of the Provinces. The lesson they have received might be of some service to them in teaching them a little modesty, were it not that they are beyond improvement; but, at all events, the people should see that those who are loudest in proclaiming themselves patriots, and all who do not agree with them traitors, are not always their best friends. Had Sir John A. McDonald, to whom the Colonists specially looked for a just and equitable arrangement of the Fishery Question, managed the compensation clause of the Treaty, so as to secure to each Colony the full value of the privileges which it surrendered, he would have been regarded as one of the first statesmen on this Continent, and the real friend of British America. As it is, whatever reputation he enjoyed as a politican is irrevocably lost amongst those who dwell by the sea. We trust that his colleagues will repair the blunder which he has made, and give us a treaty which will inaugurate an era of prosperity in this Colony, and to which her past history has been a stranger.

LEGISLATIVE UNION.—The Legislature of New Brunswick and a portion of the press of that Colony, have been discussing the feasibility of a Legislative Union of the Maritime Provinces. The object of the discussion is somewhat obscure. We are left in the dark as to the intention of the sister Provinces. The desire may be to form a Legislative Union of the Maritime Provinces, in order to escape from the present connection with the Dominion; or it may be, and most likely is, the aim of the advocates of the scheme, to constitute the Maritime Provinces into a Province of the Dominion, with the view of establishing one Local Government and Legislature for the whole, like Ontario and Quebec, instead of governing them with separate ones, as at present. The proposed Union would, undoubtedly, greatly lessen the cost of governing the Maritime Provinces; but, whether it would prove as satisfactory to the people thereof as the enjoyment of their present autonomy, is another question. As far as this Colony is concerned, its inhabitants have no desire for either a Fedral or Legislative Union with the neighboring Provinces. They are satisfied to "let well-enough alone," and to govern their own affairs according to their own views. The agitation of the question might rest, therefore, as far as we are affected by it, for no considerable portion of the people could ever be brought to view it favorably. The opinions of the St. John *News*, upon the subject, will find an echo in Prince Edward Island. It says:

"We see no reason for believing that a legislative union between Prince Edward Island, New Brunswick and Nova Scotia, will be found practicable, after the first named Province shall have cast in its fortunes with the Dominion. The reasons which make it appear to us better that Newfoundland should retain its autonomy in the management of its local affairs, after its accession to our general Union, impels us to a similar conclusion in regard to Prince Edward Island. We know something, too, of the people of Prince Edward Island, and we do not believe that they will consent to surrender the management of their local concerns to their neighbors, and situated as they are and must be, even in Confederation, we hold they would be uncommonly silly to do anything of the kind."

Precisely so!

SUPREME COURT.—On Saturday last, the Court gave its decision in the matter of J. S. Carvell, *vs.* the City, in favor of the Plaintiff. This decision is a serious one for the City, and, as a consequence, gives much dissatisfaction to the citizens, who are loud in calling for an appeal to another tribunal. If Mr. Carvell is confirmed in what is generally considered his *encroachment* on public rights, the City might just as well make him a present of Pownal Wharf, which has cost the tax-payers hundreds of pounds in hard cash, for it will be of comparatively little use to any other party; and the public may make up their mind to be excluded in time from any convenient place of landing on the City portion of the Hillsborough River, particularly in winter time. Already, the owners of private docks are extending and filling them up in all directions, so as to appropriate nearly the whole River front on which Charlottetown is built; and, of the two public docks which the City possessed, one will be rendered useless, if the decision of the Court is confirmed, and the other is in the hands of a private individual, who is following the example set him, and is encroaching on the wintar thoroughfare, on the east side of Queen's Wharf. The result will be, that in the course of a few years, the only places where the public can get to or from the ice near Charlottetown, will be near Victoria Barracks and the Gas Works, and, possibly, not even there. This should not be allowed to happen, and no means should be left untried to prevent it. It is to be regretted that no Law Reporter is provided, either by the Government or the Court, to give to the public the facts in such important cases as this, and the points of law upon which the decisions of the Court are based. If that were done, we would be in a better position to point out to the public to what extent their rights have been interfered with, than we are at present; but, in the interests of the people generally, and without any prejudice whatever against Mr. Carvell, we would advise the City Council to contest this matter inch by inch, and not to surrender one jot of their claims, until fully convinced that they cannot be sustained in law and equity. Public opinion will back them up in their struggle, and fully expects them to enter upon it without fear or favor. We have discharged our duty in pointing out, both to the Council and the people, what the probable results of the decision of Saturday last will be, and it remains for them to take such further action in the matter as will, without injustice to private individuals, effectually protect the public rights and interests.

SMALL POX.—This loathsome disease has at length reached our shores. The Barque *Moselle*, from London, came up the harbor on Saturday last, and anchored off Peake's Wharf. Dr. Jenkins, the Port Medical Officer, immediately proceeded on board, and discovered a small pox patient, who had been ill of the disease for eighteen days. The vessel was, we learn, ordered into quarantine at the "three tides," and the patient removed to the Hospital at the Harbor's Mouth. Strangely enough, the *Moselle* has since been allowed to remain anchored off Peake's New Wharf. She floats the ominous yellow-flag from her mainmast head, indicating that there is sickness on board. It was asserted that another of the crew had been taken down with the disease, since the entry of the vessel into port, but we are glad to learn that there is no truth in the statement. There is every indication that the small pox will be introduced into Charlottetown from inward-bound European vessels. Under no excuse or pretext, should any vessel with small-pox patients on board be exempted from the regular quarantine regulations, both as regards time, fumigation and complete isolation from communication with the shore, unless under the direction of the Board of Health and their Medical Officer. Should the disease break out and spread amongst the population of this Colony, the authorities will have a serious charge to answer. We again warn them that they cannot be too vigilant in the discharge of their duties, this season, and these they should perform without fear, favor or affection. Those of the citizens who have not yet been vaccinated, should attend to this important matter without loss of time. Delays are dangerous, and in cases of this kind, may be fraught with the most fatal consequences.

The loathsome disease has also made its appearance at Georgetown,—the Brigantine *Athol*, from Liverpool, which arrived at that place on Saturday last, having two cases on board. One of the patients died, and the other is very sick.

THE "NEW DOMINION MONTHLY."—We have received the above Magazine. In making this announcement, we, in reality, convey a piece of news. For, by whatever way it has happened, the appearance of the *New Dominion Monthly* in our office, is not a thing to be relied upon. The issue we at present acknowledge receipt of, is, we believe, the second we have received this year. We say this for the information of its publishers and agents. If we are at all to notice a publication, we prefer doing it regularly. The contents of the present issue are of a fairly average merit. We can, of course, only judge of what is before us. Of its progress or retrogression we can say nothing, owing to the length of time that has elapsed since last we saw it.

A late No. of the Halifax *Church Chronicle*, *apropos* of disestablishment, argues that a crisis has arrived in the affairs of the English Church, and says:

"Not only officially, but personally, the Queen, the head and representative of the State, shows antagonism to the Church, and by a Lenten Marriage and a *Good Friday Ball*, insults the religious feelings of a large portion of her subjects, and openly defies the laws of that Church she has sworn to defend. All these things point to a great change in the relative positions of Church and State. Seldom in her history has the Church had greater need that her Clergy should as far as possible be free from all worldly ties, and embarrassments, so that when the time comes they may take a bold and independent stand before the rulers of the world, and "speak of God's testimonies, even before kings, and be not ashamed."

NOVA SCOTIA ELECTIONS.—The result of the elections which were held in Nova Scotia yesterday, so far as ascertained up to noon, to-day, is contained in the following special telegrams to the HERALD:—

SACKVILLE, May 17.

Result of election in Nova Scotia, as far as heard from—Colchester, 1 Confed., 1 Anti, Digby, 2 Antis; Cumberland, 2 Confeds.; Hants, 2 confeds.; Yarmouth, 2 Antis; Lunenburg, 2 Antis; Shelbourne, 2 Antis; Halifax, 3 Antis; King's, 2 Confeds.; Pictou, 3 confeds.; Queen's, 2 Antis; Inverness, probably Blanchard, confed.

H. HERMANS.

HALIFAX, May 17.

Halifax returns three antis by handsome majority—the returns not all in from Province. Government, no doubt, sustained by large majority. Pictou County positively known to have gone confederate—some other Counties doubtful.

CHRONICLE.

From this it will be seen that our prediction that the Local Government would be sustained, has been verified. Well done Nova Scotia.

In common with our contemporaries, we regret exceedingly to hear of the death of Seth D. Shaw, Esq., Barrister-at-Law, formerly of this City. Mr. Shaw left the Island last fall, for Nebraska, hoping to regain his health in that climate. His health, however, became worse, and he determined to come back again to his friends, but he did not live to reach home. His remains were brought here this morning, in the *Alhambra*.

Correspondence.

NOTICE TO CORRESPONDENTS.

We cannot undertake to return rejected communications.—In all cases in which matters of fact are involved, Correspondents must furnish us with their names and addresses—not for publication, but as a guarantee of authenticity.

TO THE EDITOR OF THE HERALD.

SIR:—In the *Patriot* newspaper of the 4th inst., a paragraph having reference to the Port Hill Debating Society appears. It had so strong an effluvia of brimstone and hogs lard, that I at once came to the conclusion, it had emanated from the chimney corner of "Tonalt's" old log cabin of notorious reminiscences, where "Tonalt" was before a hot fire laying the application on thick. In what *state* I leave you Mr. Editor and your readers to judge. Whether "Tonalt" the moccasin man got his information from a hypochondrical pedagogue, a parasite, a hireling or a jackanape I know not, and care less; but I do know he did not get it from a reliable source when he states that a resolution was moved by me, there was no such a thing as a resolution. The question was put by the Vice President, and the vote fairly taken, when it was decided as stated by the *Patriot*. "Tonalt" again states that the opposition press reflects the opinion of our President, perhaps so; but I am convinced the opposition press does not reflect the opinions of a majority of the members of Port Hill Debating Society as has been tested, nor yet one-third of the inhabitants of this Island. As "Tonalt" is good at figures, perhaps he will make the calculation. Some of his biographers say that

"In Mathematics he was greater
Than Tycho Brache, or Ezra Pater:
For he, by geometric scale
Could take the size of pots of ale;
Resolve by sines and Tangents straight
If bread and butter wanted weight;
And wisely tell what hour o' th' day
The clock does strike by Algebra."

Query! "Tonalt" did you ever divulge the secrets of the Executive Council when you were Assistant Clerk? The charge which the question plainly conveys is of such a complexion, that I sincerely wish you may be able to answer it satisfactorily; not merely for the color of your reputation, but for your own inward peace of mind. If Mr. Laird has any regard for the safety of the public health, I would recommend him before sending the next issue of the *Patriot* abroad, to have it well *fumigated* as she hereditary disease of "Tonalt" the sub is highly infectious.

By inserting the above in your columns you will oblige,

Yours, very truly,
THOS. MURPHY.

Lot 13, May 8th 1871.

TO THE EDITOR OF THE PATRIOT.

SIR:—In criticising my vote in favor of the Railway Bill in you issue of thn 13th inst., you say—

"If a member of Parliament is the representative, not of a single district, but of the whole Colony, why did Mr. D. Davies go against his own better judgment, and, at the bidding of the portion of the electors of Charlottetown, vote for the Railway Bill,"—

to which statement I claim the privilege of replying through your columns. I did not vote against "my own better judgment." I was satisfied that the general interests of the Colony would be promoted by proceeding with the work with as little delay as possible; and as a large majority of my constituents urged me to give my support to the Bill, I cannot see how I could have disregarded their wishes by opposing it, although I am free to admit that I never gave a vote with greater reluctance. My reasons for this reluctance are as follow: When the seventeen agreed to form the present Government, the railway question was not mooted, and in fact was not before the Country at all. During the session of the Legislature which has just terminated, one Leader called two caucus meetings of his supporters and other members supposed to be favorable to building a Railroad. At the first meeting—held during the debate on the answer to the Governor's Speech—judging from the opinions expressed by members, there did not seem the least chance of such a measure being carried during the session. Some threats of a dissolution were made, but disregarded, as it was well known that no member from a country district would have had the temerity to present himself for re-election, if it were known that he had been in favor of passing such a measure without fully consulting his constituents.

Some time after the address in answer to the speech had been disposed of, a second meeting was held, when it was found that though the opposition to the measure had diminished, still it could not be carried as a party measure. The Leader said he was in the hands of the party, and would be guided by their wishes. It was decided not to introduce the measure that session.

At these meetings it was urged by those who were not prepared to support a Bill authorizing the immediate construction of a Railway, that though individually they were not opposed to the measure, still they deemed themselves bound to consult their constituents; that urging it on would place them in a false position with their party; that if time was given it was a work that must commend itself to the intelligence of the country; that the suspicions which had been aroused by the opposition press about "Railway Rings" would subside, and finally as there was scarcely a member of the opposition who would declare himself opposed to the introduction of a Railway, all that was required was time and information to render the measure acceptable to the people generally.

The decisions of caucus were set aside by the Government, who tabled the Railway Bill and boldly staked their existence on carrying the measure. Although I supported them on that question, for the reasons already given, I told several members of the paty that as the Government had set the decisions of caucus at defiance, I no longer considered myself a supporter of the Government. It is well understood among politicians that when the Legislature is in session, Government is bound by the decisions of caucus. As this rule was violated by the introduction of the Railway Bill, without the approval of the party, I considered the compact under which the Government was formed, dissolved.

Having agreed to construct a Railway, the Government properly, deemed it necessary to make provision for the interest on the outlay contemplated during the current year. For that purpose it was, perhaps, not very objectionable to add 2½ per cent to last year's tariff. It was a simple way, and did not require any investigation of the tarriffs of other countries, to see it some sources of revenue common to them had not been overlooked by us. But I hold it to be a fatal mistake to tax the free list of the colony. By that list certain articles, calculated to promote manufactures, were exempted from duty.

The new tariff is especially unfair and oppressive to the shipbuilding interest. This branch of industry is second only to Agriculture. It affords employment to a great number of people, as well as a market to many settlers for the sale of timber, which without it would be valueless. It enhances the value of oats by creating competition, as new ships going to England for sale generally take cargoes of that grain. Shipbuilding is well known to be a precarious business, and ought to be fostered instead of discouraged, by an odious imposition of 2½ per cent on the materials required for building. Such short-sighted policy, if persisted in, will soon have the effect of destroying this branch of business, as similar legislation has to a great extent, done in the United States.

Mr. Lefurgy and I were opposed to this tax, but it was of no use. The Leader would have his own way. I was not at the caucus where it originated, as I no longer considered myself a member of the party after the Railway Bill was forced, in opposition to caucus decisions, and it was useless to do more than protest against it on the floor of the Assembly. I was taunted by the Leader with being insincere in supporting the Railway Bill, because I objected to this mode of meeting the preliminary expenses, and the interest on the outlay for the year.

Before concluding, I wish to correct a mistatement in your issue of the 22nd inst. under the heading "Civic Matters," wherein you give the credit of obtaining the grant of £2000 made towards the funds of the City. My colleagues, Messrs. Brecken and Haviland, had far more influence than I had with the Leader, and with his energetic Lieutenant, Mr. Howlan, in obtaining this small instalment of justice to the city. The Leader supported it, but Mr. Howlan seemed "greatly exercised" as to how he could justify his support of such a grant to his constituents, as if any justification were necessary for returning the citizens this small proportion of the large sums they annually contribute to the revenue.

I remain, Sir, your obd't. Servant,
DANIEL DAVIES.

Ch'town, April 21, 1871.

TO THE EDITOR OF THE PATRIOT.

SIR:—In your last issue appears a communication from the Hon. D. Davies, which calls for a few remarks from me. For Mr. Davies I entertain the highest respect. For a life-time he and I have been on the most intimate terms of friendship, and for many years we have been associated together politically as members of the same Legislature, and for four years of the same Government; during the whole of which time no unkindly word ever passed between us, so that it must be to me a matter of regret that Mr. Davies should no longer consider himself a supporter of the Government of which I am the recognized Leader. At the same time, I am sorry for Mr. Davies' own sake, that the reasons given by him for his desertion from the party, to which he always belonged, are so weak and frivolous.

He says—"It is well understood among politicians, that when the Legislature is in Session, Government is bound by the decisions of caucus, and as this rule was violated by the introduction of the Railway Bill, without the approval of the party, I considered the compact under which the Government was formed, dissolved." He further says: "The Leader said he was in the hands of the party and would be guided by their wishes. It was decided not to introduce the measure that Session."

In the first place, where there is party Government, and caucus meetings are held to determine what action is to be taken on any important public question, the rule is that the minority of the party yield to the majority. This is the general principle, but on a great question, such as the Railway Bill, I don't mean to say that a strict adherence to it could be expected.

As Mr. Davies has gone into particulars of what did transpire in the caucus meetings, in justification, I may be allowed to do the same, although I do not think it quite right.

At the second meeting to which he alludes, a division was called for, for the purpose of ascertaining who were in favor of the immediate construction of a Railway, and who were for delay. On that division 15 declared for it, and amongst ths number the Hon. Daniel Davies, whilst against it were 5. Mr. Davies then said as it could not be carried by the party, without his vote, that not only in deference to the wishes of our friends, who voted against us, and who asked for time, but considering his own peculiar position, that he held his seat in the House by a majority of one vote, and that one questioned, he would not, under the circumstances, support it, and if the Government brought down the Bill, he would vote against it. Hence the understanding that it should not be brought on at present; but when Mr. Davies afterwards told me that if he were *fortified* by a *request* from his constituents, he *would* support the measure, I considered the objection to the *immediate construction* removed, and that it was my duty, as the leader of the party, to bring down the Bill. This I did, and Mr. Davies *voted for it*.

I may say, that it is the first time in my political experience that I have known a member of the Legislature withdraw his support from a Government, for the reason that they brought down and successfully carried through a Bill, of which he highly approved, and for which he voted in all its stages, and more particularly when "he was satisfied that the general interests of the Colony would be promoted by proceeding with the work, with as little delay as possible, and that besides promoting the interest of our various branches of industry, he believed it would in a short time pay not only its working expenses, but also the interest of the sum required for its construction."

The object of the remarks in the concluding paragraph of Mr. Davies' letter, I cannot comprehend, unless it be that he is desirous of *coupling*, in some way, Mr. Howlan's name with mine.

In alluding to the vote of £2000 to the funds of the City, he says: "Messrs. Brecken and Haviland had far more influence than I had with the Leader and with his energetic Lieut. Mr. Howlan, in obtaining the small instalment of justice to the City." Messrs. Haviland and Brecken, as a matter of course, advocated stongly the claims of the City to this grant, whilst Mr. Howlan as *energetically* opposed it. So that if the above proves anything, it must be the very opposite of what Mr. Davies states.

Your obedt. servt.
JAMES C. POPE.

May 3, 1871.

TO THE EDITOR OF THE ISLANDER.

By request of a number of the Householders in this District, a public meeeting was called by Alex. Doyle, Malcolm, Campbell, John Murchison, and D. Ross, Sen., Esqrs., and held at the Uigg School-house, Murray Harbor Road, on Monday 24th inst., at 3 o'clock, p m., for the purpose of considering the propriety of constructing the Railway over the proposed Bridge across the Hillsborough, at or near Southport.

D. Ross, Sen., Esq., was called to the chair, and the undersigned was appointed to act as Secretary.

During the lengthy and animated discussion of the subject that ensued, and in which many of those present took an active part, the belief was expressed, that the construction of a Branch Railway to Victoria Harbor, Wood Islands, would, at no distant period be considered a necessity, inasmuch as, by means of ice steamers, communication might be kept up nearly the whole year, with the Halifax Railway to Fisher's Grant, Pictou, thus promoting a healthful circulation of trade between this Island and Nova Scotia, in winter as well as in summer.

The following resolutions were then submitted, and carried unanimously.

Move'l by Mr. Wm. McPhail, and seconded by John Campbell:

That, whereas the Railway Bill has passed both branches of the Legislature by a large majority, and has become a law of the land; and

Whereas the building of a bridge over the Hillsborough is in contemplation, and by making the route of the said Railway pass over the said bridge by Southport, the distance would be ten or twelve miles shorter than any other line whatever, effecting a saving of fifty or sixty thousand pounds; and

Whereas the Railway would thus pass through some of the wealthiest sections of the country:

Therefore, Resolved, That in the opinion of this meeting, the route indicated in the foregoing preamble should be adopted by the Government.

Moved by Mr. David Ross, Junr., seconded by A. Doyle, Esq:

Resolved, That the proceedings of this meeting be published in the *Argus* newspaper, with a request to other papers to copy.

WM. MCPHAIL, Sec'y.

Orwell Head, April 25th, 1871.

News Items.

LOCAL.

The *Dalton Herald*, Georgetown, Ontario, has been received.

The Summerside *Journal* reports a very high tide at that place on the 6th inst.

FRESH herring and eels are plentiful in market; but no codfish or salmon have yet been taken.

There is to be an anti-railroad indignation meeting at Vernon River Bridge, to-morrow. The "peripatetics" ought to be on hand.

City Debenturas, from No. 6 to No. 21, both inclusive, have been called in for payment, by the City Council.

A young man, named Scott, was drowned in the St. John River, last week. He belonged to Sunbury County.

THE QUEEN'S BIRTH-DAY.—The English papers announce that the Queen's birth-day will be celebrated on Saturday, the 20th May, this year.

TO CORRESPONDENTS.—"J. R. McLean," "Another Old Man," "Com.," and other correspondence, have been received, and are under consideration.

Mr. Boyd, the Government Railway Engineer, and the Hon. G. W. Howlan, were passengers in the steamer *St. Lawrence*, from Shediac to Charlottetown, on Saturday night last. Mr. Boyd will commence his work of surveying the Railway route immediately.

THE wharves are now crowded with shipping—nearly all the English vessels having arrived in port—and truckmen are making a harvest in hauling goods to the merchants, whose shops are beginning to present an attractive appearance.

His Honor the Lieutenant Governor will hold a Levee at Government House, at half-past twelve o'clock, on Wednesday next, the 24th inst., in honor of her Majesty's Birth-day.

The June Term of the Supreme Court for Prince County, will commence at St. Eleanor's on Tuesday, the 13th of June.

Wm. McGill, Esq., has just imported, and offers for sale, a small quantity of the Sweet Turnip Seed. This is the kind which took the first prize last Autumn, at the General Exhibition. Persons wanting such an article would do well to call early.

THE North side of this Island is jammed up with ice, and, as a consequence, the weather is cold enough to make fires and overcoats indispensable.

At an anti-railroad meeting held at Crapaud, last week, only a majority of four could be drummed up to oppose the Government on the question.

The *Examiner* complains of midnight depredations in various parts of the City, by crowds of "roughs," composed of young men and lads.

Dr. Kaye has presented Mr. Ross, of the Georgetown *Advocate*, with some rhenbarb, the growth of this spring.

The HERALD'S shipping, telegraphic, commercial and selected news is the best and most reliable published in the City. The *Islander* should give us credit for our weekly exports.

We beg to call attention to the notice of the Tea & Entertainment to be given in the Market Hall, on the evening of the 24th inst., under the auspices of the Sons of Temperance.

The Summerside *Progress* reports the arrival at that place, on the 11th inst., of the barque *Isabella*, owned by Angus McMillan, Esq. A man named Power was lost overboard on the passage between Liverpool and Summerside.

An editorial article in reply to the *Islander's* extraordinary comments upon our railway debentures, and other matter prepared for this day's paper, are unavoidably crowded out.

The appointment of Marin J. Blanchard, Esq., to the vacancy in the New Glasgow Bench of Small Debt Commissioners, would be a judicious and popular one.

A SNAKE STORY.—Mr. William Good, whilst procuring fence poles at Mr. Holl's, in a swamp near Malpeque Road, about three weeks ago, on removing one of the poles discovered a nest of snakes. He killed nineteen; the largest being four feet and the smallest two feet in length.—*Ex.*

DR. GAFFNEY, Superintendent of Vaccination for Lots 31, 32 and 65, will attend the above places in the course of a few days, of which due notice will be given, by printed handbills, at the various schools in the Districts named.

OBITUARY.—Died, during last week, at the Head of St. Peter's Bay, Mr. Emmanuel Wilson, aged 23 years, son of Mr. John Wilson. He had been unwell in Boston, and returned home in time to see his friends. He is spoken of as a young gentleman of amiable disposition and of excellent qualities. He was generally beloved and esteemed by his friends. He was attended on his way home by Mr. Reynolds, of this City, and his last words were in thankfulness to him and Capt. Evans, of the *St. Lawrence*, for their unremitting kindness to him. Whilst in the States, he kept a journal, and every alternate page was filled with loving references to his relatives, and anxious longings to see that home which he just reached, before going to that better land where sickness, tears, and sorrows shall be no more.—*Ex.*

Mr. John Goss, of Fifteen Point, killed a seal on Saturday last, about two and a half miles from the sea, and more than a mile from the nearest creek. The seal, it is supposed, was making his way accross the Island. He was, when overtaken, heading for Barlow's Mills. His track was first noticed in the trench beside the road. The seal was a young one, some four feet and a half long.—*Pro.*

Mr. Patrick Blake recently bought 44 head of cattle towards the Westward, 18 of which came down in the *St. Lawrence* from Summerside on Wednesday last. They were a remarkable fine drove of fat oxen, and several were animals of very handsome proportions. One weighed 1500 lbs., of live weight, and on an average the remainder came up to 1300 lbs., each. They were purchased, some from Messrs. McNutt and Stewart, Darnley, some from George Sinclair, Esq., of Malpeque, and the others from Messrs. John Campbell and D. Johnson, of New London.—*Ex.*

The Summerside *Journal* says that "the horse "Island Champion," two years and ten months old, bred on the farm of Mr. McCarvell, Somerset, and recently sold to Mr. Wm. Milligan, was purchased on Friday last, by Mr. Warren C. Ball, of Woodstock, N. B., and shipped in the steamer the same day. This horse was sired by the "Clydesdale," and took the first prize at the County Exhibition here last fall, and the second prize at the Queen's County exhibition."

By a letter from our Souris correspondent, of the 23d ult., and which we inadvertently omitted to publish in our last issue, we learn that Captain Saville's coat and handkerchief were found on the sand beach near East Point, last Saturday (22d April). The handkerchief had the name "R. Saville" worked on one of the corners with sewing silk. At the time of the loss of the *Enterprise*, it was reported that she made the Island near East Point, about dark, and it was thought that she might have struck the reef, and got dismasted in working her way to Souris or Grand River. The finding of the body of one of the men, and the coat and handkerchief of the Captain, near the East Point, tends to confirm that theory.—*Pat.*