COLONIAL LEGISLATURE.

HOUSE OF ASSEMBLY, Monday, March 21, 1853.

EXPORT DUTY ON JUNIPER KNEES.

House in Committee on Ways and Means—Mr. Haviland in the Chair.

(Concluded.)

Mr. MOONEY. I do not oppose the imposition of an export duty on juniper-knees, because it is a duty which, if agreed to, will bear upon any of my constituents. The land upon the nine Townships in the District which I have the honor to represent, is all tenanted and improved; I believe there is little, if any, juniper growing upon them. I do not therefore oppose the duty on account of my regard for the interests of my constituents. I oppose it upon principle; and I would stand against it—even if I stood alone—if there were not a single juniper tree in the whole District. I say the people ought to be left at perfect liberty to do what they please with all wood or timber which grows on the lands which they occupy—to cut it down, and sell it to the Yankees, or to whomsoever else will give them the best price for it—to export it, if they like, to Yankee-Land, as long as they have any to export—and, then, if resources fail here, and they can no longer make a living in Prince Edward Island, to go to Yankee-Land themselves also, if they think fit, and settle there. It is no justification of such a duty as that now proposed to say that we have, at times, imposed an embargo upon grain and potatoes: these are absolutely necessary for the support of life; but juniper is only necessary in ship-building; and, besides, if the Island ship-builders who require it, will only give as good a price for it as the Yankees, and pay for it in hard honest cash, they can have it, without prohibiting its exportation, and welcome; for a home market, if equally advantageous, will always be preferred to a foreign one. I have no wish whatever to injure our ship-builders; but my good will towards them will not induce me to consent that a most arbitrary act of injustice shall be done for their especial benefit.

Hon. Mr. POPE. He maintained that the imposition of an export-duty on juniper-knees, amounting to prohibition, would be the conferring of a general benefit upon the Colony. The carrying on of ship-building did not concern those only who were immediately engaged in it. It was of the greatest importance to the general interests of the country. It was true that not many of those who were engaged in ship-building made fortunes by it; yet it could not be denied that very great advantages to the country at large resulted from it. It was, therefore, the duty of the Legislature, to encourage and protect the trade by every allowable means; and nothing seemed to be more likely to secure its successful prosecution than the protection of juniper trees and the preservation of that species of timber for the use of our own ship-builders. It was well known that Island vessels, if built with juniper, would class with the first rate vessels of any other country; as was the case with those of New Brunswick which were built with juniper: these vessels commanded the highest price in Liverpool. In fact if the Island vessels were built of juniper, they would not be surpassed by those of any other country, and the very highest prices would be obtained for them in England. He was indeed surprised that any one at all acquainted with the state and progress of this Colony and consequently aware how much its general improvement had been promoted by ship-building, should not at once perceive, and acquiesce in, the propriety and wisdom of providing, as far as possible, for the protection and retention, for home uses in ship-building, of the only species of timber in the Island, which could supply suitable materials for its successful prosecution. The hon. gentleman then alluded to the large ship which the Messrs. Duncan have upon the stocks, and stated that a large schooner had been employed in carrying juniper timber for the building of that vessel, principally from about Egmont Bay. He said the juniper so employed was multiplied in value ten-fold, and that this vessel would most probably sell for at least £15000 Island Currency; whereas, the timber employed in her construction would scarcely, if exported in an unmanufactured state, have sold for one tenth of that sum. The difference in value, arising from the timber's being kept at home, and converted into a ship, he looked upon as a positive gain to the country. The hon. gentleman concluded by saying that he was not personally interested in the question; but—convinced as he was how necessary juniper was for the building of good vessels, and how much the general interests of the Colony would be promoted by the encouragement of ship-building, so long as it could be successfully carried on—he would give his vote for a present increase of the export-duty on juniper knees, and recommend that it should be imposed with a view to its being, in the end, so much augmented as to amount to prohibition.

Mr. WHELAN said, the free exportation of juniper would benefit, not the Island, but Yankee speculators, who if no restrictions should be imposed, would take away all the largest knees, and deprive us of our best and largest timber. They were carrying away even spruce knees; and if they were allowed to prosecute their speculations, ship-building would soon cease in the Island. Parties who had entered into contracts, and prepared juniper-knees for exportation, might be allowed to complete their contracts, under a moderate export duty on what they had prepared for that purpose; but, with that exception in favor of such contractors, it was absolutely necessary, for the protection of our ship-building and general interests, to adopt the policy of New Brunswick, and impose such an export duty as would amount to prohibition.

Hon. Mr. COLES. The doctrines of those hon. members who have spoken in favour of a high export-duty, are such as I cannot altogether satisfactorily comprehend. It is well known that the prices, paid by the Americans for juniper-knees, are from 4s. to 5s. a knee; whilst at the ship-yards in the Island, not more than 9d. or 1s. can be obtained; and that perhaps paid in tea at 6s. a pound. When this is the case, with what regard to impartial justice, or the interests of the poor man, can we propose to compel him to withhold his juniper from the foreign market, and to reserve it for the supply of our ship-yards at home. If we believe it to be indispensably necessary, for the support and promotion of the shipping and general interests of the country, that all the juniper grown on the Island should be kept for home supply, why then let us altogether prohibit its exportation. But if we do not believe it to be necessary to prohibit the exportation of it altogether, it is not worth while to impose any export duty upon it at all. In such case, I would say let it go freely. The amount of the duty would be but of small moment in the light of revenue, and its imposition would only lessen the price of the knees to the poor man. The farmer must of necessity clear his land, and it would certainly be very unwise to prevent his making the most he could of the timber he might have to cut down in so doing; unless it could be most satisfactorily proved that the general welfare demanded such an infraction of private rights.

Mr. DAVIES. If we are agreed that ship-building benefits the whole country, and that its discontinuance would injuriously affect the general interests, we must surely acknowledge it to be our duty to protect and encourage it as much as we possibly can: and, if it be admitted, as I think it is, that juniper is the most valuable timber which the Island affords for ship-building purposes—that, in fact, good vessels cannot be built without it—is it not the evident duty of the Legislature, now that that species of timber is becoming very scarce in the Island, to endeavour to prevent its being improvidently cut down and exported? But, if we think otherwise, it would indeed be most unjust and unwise, on our part, to interfere about the disposal of the timber at all. Some hon. members appear to be of opinion that the ship-builders themselves are the only individuals who are, or have been, benefitted by the prosecution of that trade. To prove that opinion to be altogether erroneous, it was only necessary to direct the attention of those hon. members who had avowed it, to the circumstances of most of the freeholders about St. Peter's, nearly all of whom had been enabled to purchase their freeholds with money saved by them out of their wages when working in ship-yards. It was true that when ship-building was carried on without competition, they who were engaged in lumbering might be but little benefitted by it; but, on the contrary, it was well known that every settlement, in which competition existed in the trade, was in a thriving condition, and mainly depended for further improvement upon the continuance of that trade. The hon. member concluded by saying that he would move the imposition of an export-duty so high as would almost amount to prohibition.

Mr. CLARK. What has been advanced by the hon. member for Belfast (Mr. Davies) is quite true; although the poor man who works in a ship-yard is not so much benefitted as the farmer who supplies the yard with provisions. Valuable timber is now very scarce in the Island; and the time is come when we should protect what is left. The return made for juniper-knees, shipped to the States, is trifling at the best: especially when it is taken into account that the timber destroyed in the procuring of any quantity of knees is twice as valuable as the knees. I will go for a prohibitory duty.

Mr. FRASER. We need not be concerned about people destroying their own property. Men generally know what would suit their own purposes best. The money which many poor tenants had obtained for juniper-knees had been in good stead to them when their crops failed. Besides, it is a mistake to say that juniper will not grow again after being cut down. The fact, on the contrary, is that no timber grows faster than juniper; and, after a fire, no trees grow up quicker again. I will not consent to the proposed duty; for its imposition would certainly be as unacceptable among the people, as it would be unjust in principle.

Mr. MACAULAY. If we set any value upon reciprocal trade, we will not allow the Americans to continue despoiling us, both of our fish and our most valuable timber. It is not at all likely that they will listen to any proposals, on our part, for reciprocity, when they can obtain from us all they want, without making any concessions at all on their part. But, with respect to the injury arising from the cutting down of juniper trees for the sake of knees, it is not to be regretted so much on account of the present cultivators of the soil, as on account of the evils which will arise from it and be felt by those who shall, hereafter, become tenants on lands now in a wilderness state. The principal part of the timber so cut down is not on leased land, but on the wilderness lands of proprietors, and the robbing them of their valuable timber is an evil which will fall on those who shall, hereafter, occupy such lands. No branch of trade is, in my opinion, more entitled to protection than ship-building; and I will, therefore, vote for a protective duty.

Mr. LAIRD. I will not agree to it. Our ship-builders will not allow a fair price for juniper-knees, or juniper timber either. They will give nothing like the value. They will not allow as much as would be fair payment for hauling the knees or timber to their yards. The imposition of an extra duty would be felt by many poor men as a great hardship. The Americans take, not only the knees, but the bodies of the trees also; and it would be cruel and unjust to prevent poor men from selling the trees to them when they are the highest bidders for them. I am, besides, persuaded that, from the trade in juniper-knees, as lately carried on by many persons in this Island, with the Americans, much greater benefits have been derived by these persons, than any of them have derived from any dealings they have had with Island ship-builders for the last twenty years.

Mr. MACNEILL. Hon. members are very much mistaken indeed, if they suppose that the country will submit to such legislation. The imposition of an additional export-duty on juniper-knees would be an act of unmitigated injustice. It would be undisguised oppression of the poor, for the benefit of the rich. It would be an interfering with the best defined rights of property, in a most objectionable form, and for a most partial purpose. It is proposed to say to the poor tenant who daily toils for a miserable subsistence, and to be enabled to meet the demands of his landlord for rent. "It is true you have a right to sell the farm which you cultivate, and for which you pay rent, you own; and you may have the best of reasons for supposing that—provided you satisfy the legal demands of your landlord—you have a clear and indisputable title to all that your farm produces, and may, therefore, dispose of it in any way you please; but we would have you to understand that we think it right to deprive you of this privilege, because we find that your continuing to exercise it is likely to operate very injuriously to the interests of the few individuals in the Island who are engaged in ship-building. It would too much diminish their profits, if they had to pay you as much for juniper-knees and juniper timber, as the Americans pay you for them; and we have, therefore, concluded to compel you, by means of a prohibitory export-duty on juniper knees, to sell them to our ship-builders for whatever they may think proper to give you for them." More direct and undisguised oppression and tyranny than this certainly would never be attempted in any free country; and yet, unjust and tyrannous as it is, if sanctioned, in due form, by the Legislature, it must, I suppose, be endured for a time. Were no such law in existence, a poor man, upon a wilderness farm, in a back settlement, might, for the purpose of earning money where with to buy a coat to his back, go into the woods, and by the use of his axe, cut down in a short time, as much timber as would procure him the means of making the purchase,—quite unattainable perhaps in any other way. But let such a duty as that now proposed be agreed to by the Legislature, and what will be the consequence? Let a poor man then, perhaps ignorant of its existence, or, it may be, thinking to evade it, go out in the morning, to the woods, and employ himself in felling juniper trees, until exhausted with fatigue and hunger; and then sit down, and prepare to refresh himself with the unsavory food which he had carried with him for his dinner:—just then, perhaps, may come up to him a ship-builder, or a ship-builder's agent, looking out for ship timber, and, seeing the felled trees, may ask the poor man for what purpose they are intended. His answer will probably be to the effect that, wanting a coat to his back, and knowing not how, otherwise, to obtain it, he is preparing a few knees to be shipped to the States, for which he will be paid a good price in hard cash. To this, however, the other will reply "You are quite mistaken, my good man, as to your having it in your power to ship knees to the States. You are certainly at liberty to exercise some of the rights of ownership over these trees: they grow upon your land, and you may cut them down; and, further, you may, if you please, prepare them for the purposes of ship-building; but you are not at liberty to export them. You may, if you like, haul them to our ship-yard, and we will give you what we think proper for them; but, unless you do so, or sell them to some other ship yard in the Island, you have no other choice, as respects them, but either to burn, or to allow them to lie and rot where they are." Now, no man, with due regard to the rights of his fellow-men, can tell me that this would not be a most unjustifiable interference with the natural right of a man to dispose of the fruits of his own labour, in the way which he may think most for his own advantage. If the Island ship-builders will give a fair value for juniper knees—if they will give as much as the Americans give, not a single knee will be sent to the States.

HON. the SPEAKER. Instead of allowing only until the 1st July, for the completion of existing contracts, I think we should extend the time until the 1st November.

Hon. Mr. POPE. If the hon. the Speaker's amendment be adopted, it will encourage those engaged in the export-trade of juniper-knees to go on. If the term for the completing of contracts be extended to 1st November, a prohibiting duty will be quite useless.

Hon. Mr. COLES. An additional duty of 3s would have scarcely any other effect than that of injuring the poor man. It will be best, I think, to prohibit the exportation of juniper-knees altogether; and then, if the Americans cannot do without them, and cannot procure them otherwise, they will be obliged to come and build their vessels here.

Hon. Mr. THORNTON. I will go with the hon. the Leader of the Government for as high a duty as he likes.

A motion of the HON. the SPEAKER'S for a duty of 3d a knee, and one of the HON. Mr. WHELAN'S, were severally lost, the Committee, dividing the ron: Yeas, 9. Nays, 10.

A motion for a duty of 1s a knee was then agreed to.

HON. Mr. THORNTON moved an additional duty of 4s a knee, to make the whole duty 5s, that it might amount to prohibition.

Hon. Mr. COLES moved that no knees be exported from the Island after the 1st July. That, he was of opinion would be going upon the right principle. The imposition of a duty of 5s a knee would benefit none but those who built vessels of about 500 tons burthen. The motion of the hon. gentleman was then agreed to.

HOUSE RESUMED.

Mr. HAVILAND, with other Resolutions agreed to in Committee of the whole House, reported the following:

RESOLVED, That the sum of One Shilling be charged and paid on all Juniper Knees exported from this Island, up to the First of July next; and that after that, no Juniper Knees shall be exported from this Island.

This Resolution being read, Mr. FRASER moved to amend the same, by striking out the words "One Shilling," and inserting "Threepence" in lieu thereof.

The House divided on the motion of amendment:—

Yeas: Mr. Fraser, Mr. Macneill, Hon. Mr. Jardine, Hon. Mr. Whelan, Mr. Laird, Mr. Mooney, Hon. Mr. Coles, Hon. Mr. Warburton—8

Nays:—Hon. Mr. Pope, Hon. Mr. Palmer, Mr. Campion, Mr. Wightman, Mr. Montgomery, Mr. Macaulay, Hon. Mr. Thornton, Mr. Davies, Mr. Clark, Mr. Longworth, Mr. Haviland—11

So it passed in the negative.

The question of concurrence being then put on the said Resolution, the House again divided:

Yeas:—Hon. Mr. Pope, Hon. Mr. Palmer, Mr. Campion, Mr. Wightman, Mr. Montgomery, Mr. Macaulay, Hon. Mr. Coles, Hon. Mr. Thornton, Mr. Davies, Mr. Clark, Mr. Longworth, Mr. Haviland—12.

Nays: Hon. Mr. Warburton, Hon. Mr. Jardine, Mr. Fraser, Mr. Laird, Hon. Mr. Whelan, Mr. Mooney, Mr. Macneill—7

So it was carried in the affirmative.

R. B. IRVING, Reporter.

SOCIAL REFORM.

SPEECH OF THE REV. WM. REID, EDINBURGH.

The Rev. Wm. Reid, Lothian Road, Edinburgh, said—Who that has devoted himself to the great cause of human progress will deny the statement, that intemperance hinders that progress? As to political progress, how is it to be attained while the present state of things continues? Look at the late Parliament disclosures of electioneering depravity. What although we had all the points of the Charter, while drink continues so to debase free-born Britons, that they will barter the most glorious rights of freedom for a few days' gratification of their beastly appetite? (Applause.) As to social progress, what hope have we, so long as intemperance sets its foot on the very first step at advancement, by holding its victims in brutal ignorance, prevents the acquisition of property, or squanders it where it is acquired, and by associating the mind with all that is low, hinders the attainment of that refinement which is essential to elevation? Then, as to religious progress, you may put a Bible in every house, and a missionary in every close, and a chapel in every street, and still your dram-shops will have the victory. The fact is, that the labour of city missionaries, and the money contributed in supporting them, is little better than so much labour lost, and so much money wasted, so long as our population are soaked in whiskey. (Cheers.) You may just as well preach the gospel to madmen, as preach the gospel to drunkards. Let the Christians of this city look at the appalling facts brought out by the recent survey of the Sabbath traffic. Forty or fifty thousand Sabbath-day frequentors of our dram-shops. That fact should convert the whole Christian church to teetotalism. But measures should be adopted to suppress the cause of all this evil. To be efficient temperance reformers we must, as an essential step, abandon all countenance to the causes and practices of intemperance. Those who come short of this may be very sincere in their desires for reformation, but they will never be very successful in their accomplishment. The remedy that will meet this evil must be adequate to preserve the sober, and nothing but abstinence can do that. So long as a drunkard tastes, his reformation is hopeless. And it must be adequate to preserve the reclaimed, and nothing but abstinence can do that, for the drunkard's appetite dies, but with death itself, and a thimbleful of whisky may, after the lapse of years, suffice to kindle it anew in all its fury. (Hear, hear.) Having adopted then this fundamental principle, we are in a position consistently and effectively to take practical measures for the suppression of the evil. Let all the members of the Abstinence Society do all they can, by the circulation of information upon the subject, and by faithful dealings with all within the sphere of their influence. Especially let the ministers of the gospel never cease to warn their people of the evil which is withering the Church's piety, and blighting all that is lovely in domestic life. But all our efforts will be comparatively ineffective, so long as the dram-shops are tolerated. That the number of dram-shops has to do with the extent of drunkenness is just as plain as facts can make it. Establish a dram-shop in a sober district, and who that knows anything of cause and effect will doubt the speedy intemperance of that district? It may be, that those who have acquired a love for liquor will stop at nothing by means of which this appetite may be gratified; but as our hope in this reformation rests chiefly with those who have not acquired the taste, so our wisdom suggests the destruction of every facility, by means of which it may be formed. Then, along with our dram-shops, I rank the licensed toll-houses. Let the noble example of the middle Road Trust in Berwickshire be followed, and the advantage to our rural population will be immense. In the country of Berwick, in consequence of the representations made to the gentlemen of the Middle Road Trust, all the licenses were withdrawn from the four tolls in the district. Now, what is the consequence?—a falling off in the rental of L.418. That speaks of the evil that drink was doing among the rural population of that district. L.418 would have been the gain to the Road Trust, had these tolls been licensed as formerly; but let it be remembered, that this is the district in which Williams murdered his neighbour Mather, and that the prosecution and punishment of the crime cost the country not less than L.600. I am glad to learn, that the other day the Dumfries Standard advertises eighteen tolls to be let in that district with the important note appended—'No spirituous liquors allowed to be sold at any of the tolls.' Nor is the advantage to be desired a mere problem. I may give an instance of a most praiseworthy description. Some time ago the carrier on a road between Edinburgh and a town in the south got into very dissipated habits, and the carts were always late in arriving at their destination. The cause was searched for, and it was found, that a certain licensed toll house by the way was the source of the mischief. The matter was brought before the Road Trust, and a certain noble Duke pleaded for the withdrawal of the license; but pence triumphed over principle—the Trust could not stand the loss of the additional rent. Rather than be foiled, the noble Duke rented the toll himself, and over the door the sign, 'Licensed to be sold,' gave way to the sign, 'Walter Scott, Duke of Buccleuch, tollman.' (Loud laughter.) And from that day the carrier's carts got home in good time. Now, the question is coming up of the entire abolition of the dram shops, and of every place established for the mere gratification of the drunkard's appetite. Of course, publicans will put on the aspect of injured innocence, and loudly complain of the infringement of their rights. The whole system is a system of wholesale robbery and death. (Loud cheers.) What is the fact! When a publican receives the price of his drink, does the matter end there? Is it a matter solely between him and his customer? No such thing. I would that we had some Duncan M'Laren who, by his figures, would show the real price of every glass of whisky to the community. Instead of pence, it would be found to cost pounds; and who pays the difference! Why, of course, the sober and industrious. (Cheers.) And yet we are not to speak of crippling these worthies in their liberties and privileges of putting their hands into our pockets and robbing us of our honest gains. They must know that liberty is not license, and that it is one of the essential principles of sound liberty, that we engage in no course hurtful to our neighbours. The connexion between the dram shop and our greater social evils is plain. What said the late Sheriff Spiers in his evidence before a committee of the House of Commons—'Of fifty prisoners taken at random, forty-nine had got the drink in public houses, and only one in a private house.' What said Mr. Warren, the well known author of 'The Diary of a Late Physician,' when addressing the Hull Easter Sessions a few days ago in his capacity as Recorder, 'A dram shop had always appeared to him, ever since he began to take an interest in criminal matters, as simply the half-way-house to Norfolk Island or the Hulks. Let any one who has doubts upon this point peruse the important report by the Assembly of the Church of Scotland, published a year or two ago, upon the subject of intemperance, and he will find that a vast body of returns from the various parishes in Scotland, exhibit three points—that according to the number of the dram-shops are the drinking habits of the people; that the introduction of these houses has demoralised a sober population; and that their removal has invariably been followed by an improvement in the social condition of the community. There is nothing then left for us but to follow the example of those States in America which have abolished the traffic as a great public nuisance. If Scotland but wills it, her Majesty the Queen will put her hand to the bill as cheerfully as she did it the other day to the bill which abolishes the traffic in New Brunswick. Our Government having resolved to abandon transportation as a punishment are greatly perplexed what to do with their criminals. We rejoice in their perplexity. Let them bring in and carry through a Maine law, and their perplexity will cease. (Hear, hear, and applause.) Abolish drunkenness, and well do we know that there would remain evils enough. We might have honest poverty, but *pauperism would cease to be our national disgrace*. We might have disease, but cholera and the other scourges of a vicious people would be divested of half their terrors. We might have crime, but the jail would cease to be the principal building in every town. (Applause.)

SCRAPS OF NEWS.

An interesting discussion had taken place in the House of Lords concerning the Cuban slave trade. The British fleet off Cuba is to be augmented.

The British prospects in Burmah were very bad. The troops had met with a repulse, and suffered severly in the skirmish. An express steamer had been sent to India for more troops.

Advices from China are to April 28th. Nankin was invested by the Rebels. On the 16th, the Portuguese were hired to relieve the City by water, but their boats were captured by the rebels.

A private letter dated one day later says that Nankin had fallen, and that the British Commander had refused to permit British merchants to convey stores up the river to either party.

At the London Zoological gardens a glasshouse has been set up, around which large glass-sided tanks are ranged, in which, surrounded by sea-plants, and floating in genuine sea water, are specimens of the most curious inhabitants of the ocean.

LAUNCH OF THE HIMALAYA.—On Tuesday the fineness of the weather the privilege of the holiday, and the novelty of the spectacle, attracted thousands of persons to Blackwall and Greenwich to see the launch of the largest ship in the world—the huge Himalaya, built by Messrs. Mare and Son, for the Peninsular and Oriental Steam Packet Company. Her length aloft is 340 feet, and at the keel 311; depth of hold 44 ft 9 in., and burden the enormous amount of 3550 tons, being considerable more than the Great Britain, once the great nautical wonder of the world. A power equal to 700 horses is expected to drive her about 15 miles per hour through the water, and when winds are favourable, her barque-rigged sails are expected to give a speed equal to the ordinary rate of sailing vessels. The Himalaya was intended originally for paddles, but subsequently was adapted to the screw, and was begun in November, 1851. The usual signal having been given, the band of the 2nd Life Guards who were on a steamer alongside, struck up 'God save the Queen,' and the gigantic ship slid steadily and majestically into the triumph of mercantile enterprise, and of English shipbuilding, will have accommodation for 400 cabin passengers, 500 tons of measurement goods, and 1200 tons of coal and her capacity in this last particular will, it is anticipated, obviate to a great extent the necessity of stoppage at intermediate stations during the the long voyage for which she is intended.

LATE CALIFORNIA NEWS.

The steamship Prometheus arrived at New York with upwards of 400 passengers and $300,000 on freight. Her California dates are to the 16th of May. The steamer El Dorado arrived at New York on the 8th, with $700,000 and California dates to the 7th May.

A destructive fire occured at San Francisco on the evening of the 4th, destroying the Bassett House and several adjoining buildings. Loss $125,000. Several inmates of the Bassett House are believed to have perished—one of them was a Mr. Hubbard from Ohio.

AUSTRALIAN COTTON.—The New York Commercial has procured for exhibition from its own London correspondent, a specimen of Australian cotton, of which he says:—The cotton has lately been tested in Liverpool, and pronounced to be worth 1s 10d per lb. The statement is, that it can be grown in any quantity and with very little trouble. Probably, with an importation of Chinese labor, it may in course of a few years become a staple article of production.

CANADA.

ASSAULT AND BLOODSHED AT MONTREAL.—MANY PERSONS KILLED.

Montreal, June 10th.

Father Gavazzi was attacked in Zion's Church last night. The assaulters were repulsed by the Police; several of the former were killed—Subsequently troops were called out, and fired two running volleys among the peaceful citizens. The Montreal Herald terms it a wanton and uncalled for slaughter. Twenty were killed and many wounded. At the last accounts, all was quiet. A strong guard of the 26th Regiment were in readiness at St. Lawrence Hall and M'Guire's residence. A strong patrol of mounted Artillerymen were on duty.

HASZARD'S GAZETTE

Wednesday, June 22, 1853.

THE ELECTIONS.—Active canvassing is now going on, in the First and Second Districts of Queen's County, Georgetown, and the Second District of King's County. In the other Districts and Towns, we hear of only two Members starting. There are, however, several new Candidates offering in the place of old ones retiring. Most of the new Candidates have come out in favor of a revision or purifying of the Responsible System now in operation.

Since writing the above, we have heard that the Government have *found* a new Candidate to oppose the late members for Charlottetown.

SCHOOL HOUSE BURNT.—On the night of Sunday, the 19th inst., the Schoolhouse on the Irishtown Road Lot 18 near the County Line, was totally consumed by fire. A handsome fir bush nearly surrounded the Schoolhouse, and although distant only about 25 feet, no part of it caught fire. Report says, that a certain individual lately remarked that "the Schoolhouse would be burnt soon, as it interfered with the Fermoy School, they being too close to receive Government aid."

The School was intended to be opened in a few days under the New Act. The Building was erected about Ten years ago, and this morning lies in ruins at the hands of some miserable and degraded wretch unfit for the society of men who chose the quiet of a sabbath evening to destroy a house which have been erected for the special purpose of instructing the rising generation.—*Com.*

TO THE EDITOR OF HASZARD'S GAZETTE.

I notice in the last *Royal Gazette* an account of a public meeting held at Covehead, where the leader of the Government seems to have mustered friends enough to carry things his own way; But that *impartial* paper gives us no account of the other meetings in the first District, in which the old Members were signally rejected, and the new candidates cordially supported. I never did expect anything impartial from this production, but I think, if they could only muster one favourable meeting and among number that have already been held, the premier might just as well spare his lungs and *keep up his spirits*, the best way he can, without appearing at the hustings.

Yours truly,

FAIR PLAY.

☞ The Rev. John Knox, will preach next Lord's day, June 26th, in *Brudenell Chapel*, at 11 o'clock, and in the *Scotch Church*, Georgetown, at 5 in the afternoon.

Port of Georgetown.

ENTERED.

May 31, Annandale, Decost, from Halifax.—Spec. M'Kenzie, St. John's, Nwfld.—Olive Branch, Bouchet, St. Pierre's.

June 8, Three Sisters, Allan, Pictou.

9, Mary, Kemp, Boston.—Apprentice Boy, Eldridge, U. S.

17, Garland, Farbush, Newburyport.

CLEARED.

June 2, Swift, Reynolds, for Magdlen Islands.

4, Barque Thomasine, Mitchel, for London.

11, Annandale, Eaman, St. John's Nwfld.

19, Margaret, Steel for the fishery.

14, Charlotte, Peters, &c.—Three Sisters, Allan, do.

15, Mary, Kemp, do.—Spec, M'Kenzie, St. John's, Nwfld.

Port of Charlotte

ARRIVED.

June 18, Summer Fairy Queen, F
20th, Mayflower, Purdie, Pictou;
ser, M'Kenzie, do. do.—Spray,
Seahorse, Campbell, Canso; Sal
21st, Betsey, Sons, Bathurst; Shi
ney, with the crew of a Barque
Point, Cape Breton, from Glenel
bec.—Wasp, Long, West Point;

SAILED.

June 20, Schr. Olive Branch, Bo
land; cattle and produce.—Indu
tou; ball.—Margaret Ann, Thos
—Flora, McDonald, Quebec;
Seaster, Crispo, North Cape.—
dogue and Shediac.
21st, Oregon, James, Pictou; ba
son, Orwell.

Ship News.

The Schr. Mary Ellen, M'Donal
ing to Vernon River, was totally
Islands, Bay of Fundy, with goods
Ram from Boston to Souris and Ch
and crew arrived in Georgetown.
The *Sea Nymph*, owned by
arrived this morning from Liverpo

Passengers

In the Clipper Packet, *H. Ingr*
to Shediac, June 14—Mr. Th
Mrs. Dawson, Mr. Robert M'Le
Mrs. C. Fitzgerald, Messrs. Parki
son, jr. Edward Meagher, Henry
Perry, and two in the steerage.
In do same day from Shediac
McLean, Messrs. W. G. Parkin
Bootman, William Porter, Alex.
the steerage.
In do. to Shediac, June 17.—R
G. O. Haszlis, Messrs. Isaac Sm
William McVay, Patrick Clow,
John Crow, and two in the steera
In do. from Shediac, same da
O'Neill, and Edward Love, from
Wm. Brewster, Dugald McNeil
O'Connor, William Cealer, Nic
two in the steerage.
In the *Fairy Queen* from Charlo
and Shediac, on the 20th inst.—
and servant; Hon. C. Young, Lad
Wood; Mrs. Hope, Mrs. Hebbe
Mrs. Memmard, Miss Memmard,
daughter; Mr. Kelly, Mr. Fish,
Brown, Dr. Conroy,—16 childr
steerage.
In do. from Shediac and Bed
Thompson, Thomas Green, John
Mr. Fraser, C. H. Rodolph, and
Mrs. Crabb, Mr. Cross, and 10 in

Charlottetown Mark

Beef, (small) lb.	4d a 7d
Do., by quarter,	4d a 6½d
Pork,	none
Do., (small)	5d a 7d
Mutton,	5d a 6½d
Lamb, per qr.	2s a 3s
Veal, per lb.,	2½d a 4d
Ham, per lb.,	6d a 7d
Codfish, per qtl.,	12s a 15s
Turkeys,	4s a 5s
Fowls,	1s a 1s 3d
Ducks, each,	none
Partridges,	none
Eggs, per dozen,	6d a 6d
Cheese,	5d a 7d
Butter, (fresh)	8d a 10d
Do., (by the tub)	none

Lard,
Tallo
Wool,
Hones
Flour,
Oatme
Barley
Oats,
Pearl
Potato
Turni
Carro
Hay,
Straw
Clover
Timot
Brant

Summary of Government

ROAD WO

James Duffy has postponed the
Ferry Wharf until Monday the
o'clock, in consequence of the ti
spot.
John Dolman will sell on Mond
at 2 o'clock, the repairing Bri
Mill; at 12, repairing Weather
the repairing Rustico Cape Road
instant, at 9 o'clock, the repai
Road, at LePage's shore; at 11
Road leading from Rustico C
River Bridge; at 1 o'clock, the C
Wheatley River; at 2 o'clock
Bridge at William Matheson's Mi
the Road and Bridge on Bungay
John Macgowan will sell on M
next £10 to be expended on the
Peter's to John McAulay's; £
East and West side of Souris
Road from Souris Mills to the
Lots 43 and 44, sale to com
Peter's, at 10 o'clock, forenoon
29th, £16 will be expended in t
45 Road, sale commence at
Wednesday the 29th, repairing
and Hills; and £4 10s to be ex
from Little Harbour to Souris,
Little Harbour, at 11 o'clock,
day the 30th, repairing New H
ing Bridge between St. Catherine
Harmony, and repairing St.
Road, sale to commence at Ne
10 o'clock, forenoon. And on S
the repairing Bear River, Hay
Bridges, and repairing Brookwa
to commence at Bear River, at
Ronald Macdonald, will let
June, at 9 o'clock, a. m., Swa
Settlement of Rockbarre. At
Pond Bridge; and immediately
thence to William Holland's,
o'clock, p. m., Swamp at L
At 4 o'clock Little Inlet Brid
after, Bridge near James Ca
near Andrew Campbell's. A
and Road at Chapel; and imme
and Road at Chapel; immedia
from the Chapel to the North
at the North Lake Bridge. At
Mill Bridge. On Friday, 24th
m., Bridge at Donald McPhe
immediately after, Swamp and
ditto at West Black Pond Br
a. m., Sutherland's Bridge, th
McInnis's Bridge. At 1 o'cloc
Pond Bridge; immediately afte
Ross's to Malcolm Campbell's
the Swamp between the Basin a
2 o'clock, West and East B
o'clock, new Bridge across the
o'clock Kennedy's Bridge; im
railing Scott's Bridge. On Sa
at 9 o'clock, a. m., new R
Ross's Mill. At 11 o'clock,
immediately after Bridge at
immediately after, Swamp at
At 1 o'clock, p. m., repairing th
in the Forage. At 3 o'cloc
Point. At 4 o'clock, East
o'clock, repairing the Road fr
Cross Roads.

To the Electors of Georget

GENTLEMEN,—

At the desire of a large nu
I dared to come forward as
suffrages at the approaching El
and views are so familiar to
personal intercourse, that a r
here is unnecessary. Should
Representative, you may rest a
general welfare of the Colony,
town and Royalty shall be m
hands."

I am, Gentlemen, your

Georgetown, June 13th, 185