The Herald.

VOL. IV. CHARLOTTETOWN, P. E. ISLAND, WEDNESDAY, NOVEMBER 13, 1867. NO. 5

THE HERALD

PRINTED AND PUBLISHED EVERY WEDNESDAY MORNING

BY

EDWARD REILLY,

EDITOR AND PROPRIETOR,

at his Office, Queen Street.

TERMS FOR THE "HERALD."

For 1 year, paid in advance, £0 9 0
" " " half-yearly in advance, 0 10 0

Advertisements inserted at the usual rates.

JOB PRINTING

Of every description, performed with neatness and despatch and on moderate terms, at the HERALD Office.

ALMANACK FOR NOVEMBER.

MOON'S PHASES.

First Quarter, 4th day, 10h. 15m., morning, N.E.
Full Moon, 11th day, 8h. 57m., evening, S. E.
Last Quarter, 18th day, 0h. 53m., evening, W.
New Moon, 26th day, 0h. 58m., morning, N.

MONTH	DAY WEEK.	SUN rises	SUN sets	High Water	Moon sets.	Day's length.
		h m	h m	h m	h m	h m
1	Friday	6 46	4 42	1 39	8 57	9 56
2	Saturday	47	40	2 36	9 48	53
3	Sunday	49	37	3 19	10 43	49
4	Monday	50	36	4 3	11 38	46
5	Tuesday	52	34	4 53	morn.	42
6	Wednesday	53	33	5 45	0 37	40
7	Thursday	55	31	6 40	1 38	36
8	Friday	56	30	7 37	2 40	34
9	Saturday	57	29	8 33	3 43	32
10	Sunday	59	27	9 30	4 49	29
11	Monday	7 1	26	10 25	rises	26
12	Tuesday	2	25	11 20	5 40	23
13	Wednesday	3	24	even.	6 30	21
14	Thursday	5	23	1 8	7 28	18
15	Friday	7	22	1 58	8 30	15
16	Saturday	8	21	2 49	9 38	13
17	Sunday	9	20	3 42	10 43	11
18	Monday	10	19	4 37	11 52	9
19	Tuesday	12	18	5 33	morn	6
20	Wednesday	11	17	6 30	0 57	3
21	Thursday	15	16	7 29	2 1	1
22	Friday	16	15	8 23	3 4	8 59
23	Saturday	18	15	9 12	4 7	57
24	Sunday	20	15	9 59	5 9	55
25	Monday	23	14	10 46	6 9	53
26	Tuesday	24	14	11 27	sets	51
27	Wednesday	25	13	morn.	6 2	49
28	Thursday	26	12	0 8	6 50	47
29	Frid	26	12	1 11	7 38	45
30	Sat	27	12	1 54	8 31	40

Prices Current.

CHARLOTTETOWN, November 8, 1867.

Provisions.	
Beef, (small) per lb.	4d to 6d
Do by the quarter,	4d to 4d
Pork, (carcass)	3½d to 5d
Do (small)	6d to 8d
Mutton, per lb.,	3d to 5d
Lamb per lb,	3d to 5d
Veal, per lb.	3d to 5d
Ham, per lb.,	6d
Butter, (fresh)	1s to 1s 3d
Do by the tub,	10d to 1s
Cheese, per lb.,	3d to 5d
Tallow, per lb.,	9d to 10d
Lard, per lb.,	8d to 6d
Flour, per lb.,	3d to 3½d
Oatmeal, per 100 lbs.,	17s to 19s
Eggs, per dozen,	1s to 1s 2d
Grain	
Barley, per bushel,	3s 6d to 3s 9d
Oats per do.,	2s 7d to 2s 8d
Vegetables.	
Peas, per quart	7d to 9d
Potatoes, per bushel,	2s
Poultry.	
Geese,	2s to 2s 6d
Turkeys, each,	4s to 7s 6d
Fowls, each,	1s to 1s 8d
Chickens per pair,	1s 6d to 3s
Ducks,	1s 3d to 1s 6d
Fish.	
Codfish, per qtl.,	20s to 30s
Herrings, per barrel,	25s to 40s
Mackerel, per dozen,	
Lumber.	
Boards (Hemlock)	4s
Do (Spruce)	4s to 5
Do (Pine)	7s to 9
Shingles, per M,	13s to 18
Sundries.	
Hay, per ton,	75s to 80
Straw, per ton	60s to 70s
Timothy Seed,	
Clover Seed, per lb.,	
Homespun, per yard,	4s to 6s
Calfskins, per lb.,	6d to d
Hides, per lb.,	4 d
Wool,	1s to 1s 6d
Sheepskins,	2s
Apples, per bus.,	
Partridge,	1s to 1s 3d

GEORGE LEWIS, Market Clerk.

Fishermen's Outfits

THE SUBSCRIBER is prepared to furnish promptly to FISHERMEN, at reasonable prices, all the OUTFITS necessary to prosecute all the different branches of FISHING carried on about Prince Edward Island, and in the adjacent waters, such as

Salt,	Flour,
Barrels,	Bread,
Togies,	Beans,
Clams,	Peas,
Mackerel Hooks,	Butter,
Cod do	Pork,
Mackerel Lines,	Beef,
Cod do	Lard,
Mackerel Jigs,	Tea,
Cod Leads,	Coffee,
Cotton Duck,	Sugar,
Do Sail Twine,	Molasses,
Bale Knives,	Spices,
Splitting Knives,	Pickles,
Jig Rasps,	Lanterns,
Bait Mixers,	Boiled Oil,
Glass Choppers,	Kerosene Oil,
Oil Clothes,	Vinegar,
Sou'Westers,	&c., &c., &c.

He also possesses excellent facilities for INSPECTING and PACKING MACKEREL and other FISH.

L. C. HALL.

Charlottetown, Nov 23, 1867.

CHILDREN TEETHING

MRS. WINSLOW,

An experienced Nurse and Female Physician, presents to the attention of mothers, her

Soothing Syrup,

For Children Teething,

which greatly facilitates the process of teething, by softening the gums, reducing all inflammation—will allay all pain and spasmodic action, and is

SURE TO REGULATE THE BOWELS.

Dependupon it, mothers, it will give rest to yourself, and

RELIEF AND HEALTH TO YOUR INFANTS

We have put up and sold this article for over thirty years and can say with confidence and truth of it, which we have never been able to say of any other medicine—never has it failed, in a single instance, to effect a cure, when timely used. Never did we know an instance of dissatisfaction by any one who used it. On the contrary, all are delighted with its operations, and speak in terms of highest commendation of its magical effects and medical virtues. We speak in this matter "what we do know," after thirty years' experience, and pledge our reputation for the fulfilment of what we here declare. In almost every instance where the infant is suffering from pain and exhaustion, relief will be found in fifteen or twenty minutes after the syrup is administered.

This valuable preparation is the prescription of one of the most experienced and skilful nurses in New England, and has beenused with never failing success in

THOUSANDS OF CASES.

It not only relieves the child from pain but invigorates the stomach and bowels, corrects acidity, and gives tone and energy to the whole system. It will almost instantly relieve

GRIPING IN THE BOWELS, AND WIND COLIC

and overcome convulsions, which, if not speedily remedied end in death. We believe it the best and surest remedy in the world, in all cases of Dysentery and Diarrhœa in children, whether it arises from teething, or from any other cause. We would say to every mother who has a child suffering from any of the forgoing complaints—do not let your prejudices, nor the prejudices of others, stand between your suffering child and the relief that will be sure—yes, absolutely sure—to follow the use of this medicine, if timely used. Full directions for using will accompany each bottle. None genuine unless the fac-simile of CURTIS & PERKINS, New York, is on the outside wrapper.

Sold by druggists throughout the world.

Principal Office, No. 48 Dey Street, New York.

Price, only 25 cents per Bottle.

Oct. 6. 1866. 1y

BROWN'S BRONCHIAL TROCHES FOR COUGHS AND COLDS

A Cough, Cold, or Sore Throat,

Requires immediate attention, and should be checked. If allowed to continue, Irritation of the Lungs, a Permanent Throat Affection, or an Incurable Lung Disease, *is often the result.*

Brown's Bronchial Troches

Having a Direct Influence to the Parts, give Immediate Relief.

For Bronchitis, Asthma, Catarrh, Consumptive and Throat Diseases,

Troches are used with always good success.

Singers and Public Speakers

will find Troches useful in clearing the voice when taken before singing or speaking, and relieving the throat after an unusual exertion of the vocal organs. The Troches are recommended and prescribed by Physicians, and have high testimonials from eminent men throughout the country. Being an article of true merit, and having *proved* their efficacy by a test of many years, each year finds them in the localities in various parts of the world, and the Troches are universally pronounced better than other articles.

Obtain only "Brown's Bronchial Troches," and do not take any of the Worthless Imitations that may be offered.

SOLD EVERYWHERE.

1867. SPRING. 1867.

KENT STREET

CLOTHING STORE.

THE Subscriber has for sale

Black Broadcloths and Doeskins,

Silk Mixtures and Tweeds,

Suitable for Spring and Summer wear. He will make them up for parties, in want of Summer suits of Clothing cheap for cash or approved credit.

Also a superior lot of

Ready-Made Clothing,

Manufactured on the premises under his own immediate supervision. Parties in want of a good substantial article, would do well to give him a call, before purchasing elsewhere.

P. REILLY.

May 14th. 1867

PINE LUMBER, &c.

FOR SALE, 50,000 feet 1, 1½, 1¾, and 2 inch Pine—good quality and partly seasoned.
100,000 Square Sawed SHINGLES.
125,000 Cedar SHINGLES.
1 large Ware Room FRAME.

—ALSO—

100 Tons Port Hood COAL, a good article for home use

A. McNEILL, Auctioneer

July 24, 1867

FREEHOLD PROPERTY

For Sale.

THE Subscriber offers for sale 75 Acres of FREEHOLD LAND, situate in Lot 14, and about one mile from Grand River Ferry. There are a good DWELLING HOUSE, BARN, and other Outhouses on the premises. Ten acres of said property are covered with a young growth of ROCK MAPLE, and the remainder is in a high state of cultivation. There is also a Marsh connected therewith, which yields annually about eight or nine tons of Hay. This Property is in a flourishing settlement, and is near the Main Post Road to Port Hill. Its water facilities are excellent.

For terms and other particulars apply to the Subscriber on the premises,

MALCOLM McGOUGAN

Grand River, Lot 14, Oct 23, 1867. 4w

Building Lots in the City.

TO BE SOLD, at PRIVATE SALE, in two separate Blocks,

Town Lot No. 100,

in the Second Hundred of Town Lots in Charlottetown, pleasantly situated on GRAFTON STREET, between Temperance Hall and Prince of Wales' College. On the premises is a COTTAGE, at present let in two tenements.

Apply to

JOHN McNEILL,

Oct. 30, 1867. 3in Water Street

Selections.

A RAILWAY ADVENTURE.

It was five minutes past seven, p. m., by the station clock, and consequently, within five minutes of the time at which the Dillmouth train was advertised to start. Most of the passengers had taken their seats, but some two or three were standing on the platform near the carriages, bent on having a last word with those they were about to leave behind them.

It was Wednesday night, and Wednesday was market-day at Middlesham. The train was therefore a heavy one, and nearly every compartment was full of passengers. It was usually five or ten minutes late in starting on the Wednesday night, owing to the extra traffic; so that I and the other occupants of the compartment in which I had taken my seat were rather astonished when, the pointer having barely marked nine minutes past on the dial, the train, without any preparatory whistle, moved off. I was under the impression that we were shunting for another carriage, for such a thing as starting *before* time was never known to have happened at Middlesham; but when we moved past the long platform, past the entrance-signal, and through the bridge beyond, it became apparent to us all that we were off. There was a simultaneous pulling out of watches, and surprised looks passed from one to the other, and to the still open door of the carriage, as the conviction was gradually forced upon us . . . . . The matter all at once became serious indeed. We were bowling along at a fearful rate, much quicker than any one of us had ever experienced on any previous occasion on that line of curves and gradients, and a dreadful fear began to show itself in our faces—a fear which found expression from the gentleman I have hitherto designated as the second merchant.

"It is my belief," he said, "that we are run-away with."

As he said the words there was a horrible breath-taking jumble of lamps and wall, and clocks and handbills, and white faces, as we dashed into and through another station, and then away—away into the black, black night beyond. After that none of us doubted that our train was a runaway, and also that it was running away to the certain destruction of nearly every passenger in it, unless something could be done to arrest its headlong career, and that very speedily.

When the keen edge of the shock had somewhat worn off, we began to think of what chances and means there were of deliverance, and naturally, the first to suggest itself was "the guard." Yes, doubtless the guard would see the danger as we had seen it, and endeavor to avert the awful fate which seemed now hanging over us. There was comfort in the thought: but, alas! it was very short-lived, for a glance down the train sufficed to show us that the door of the van was one of those which were still standing open. The conviction was therefore forced upon us that the guard was left behind. He was not on the engine, or he would have stopped the train; he was not on his way to it, or we should have been able to see him by the light of the side lamps of the train; and he was not in the van, or his door would have been shut, and his brake vigorously applied long ere this, and of that there was not the slightest indication.

Ours was truly an awful position. Passengers in a runaway train, on a black and moonless night, and with neither engine-driver or guard to help us!

The Middlesham and Dillmouth railway was about twenty-two miles long, and there were four intermediate stations—Ackridge, Darto, Felton and Ilcombe,—between the two termini. Two of these stations were passed, and we had therefore run about half the distance. We had been fifteen minutes in doing one-half, and would most probably do the rest of the journey in less time than that. A miserably short time to save so many lives; but something must be done. I was an *employe*, of the immense railway concern, of which the Middlesham and Dillmouth was but a branch. I have used the sounding word *employee*, but the simple fact was that I was a relief clerk, and that I was at that very time on my way to Ilcombe to take the place of the station-master, who was then seriously ill and unable to attend to his duties. I was very often called to this particular kind of duty, and had, in consequence, acquired a very thorough and practical acquaintance with the outside work of a railway.

I would try to reach the engine by walking along the platform of the carriages. My mind had been made up to that long ago, for through my unenviable experiences of railway accidents, I had got into the unconscious habit of forming a course of action for myself for almost any eventuality which could turn up. I had, besides, known of two cases of runaway trains. In both cases the steps of the carriages were used as the means of communication with the engine. In the first case successfully, but in a second, the guard was smashed against a signal-post in swinging from one door-handle to the next, and the train itself went tearing on to the terminus, where it tore up the buffers, and was finally deposited in fragments about the platform and the first-class refreshment room. Fortunately it was an empty train and late at night, so that no one was injured except the engine-driver, who broke his leg in jumping from the engine, when he found he could not stop it; and the guard who was killed. The other case was that of a train which seemed certain to come in collision with another at a level crossing. The drivers put on their engines at full speed and jumped off. Almost by a miracle there was no collision, and the train went on without any one to check it. As it happened, the guard had seen the danger, and had also seen the two men jump off the engine, which he reached in safety, and was able to draw up before they arrived at the next station.

This was the plan I intended to put in practice, but on looking out of the right-hand window, I was staggered to find some of the doors still flying open, and as it would be extremely difficult, if not impossible, to pass them at the rate we were going, it was much too hazardous to think of going that way, and the other side was equally out of the question, for with the remembrance before me of the ill-fated guard I have mentioned, I could not have gone. There remained, therefore, nothing but the roof of the carriages. To decide was the work of one moment,—the next I was in action. It was terrible work; and I could only get on at all by crawling along on my hands and knees, and holding on to such straps and rods as came in my way. There was an old-fashioned guard's seat on the front of each of the carriages, so that by stepping down upon this, leaning forward, and placing my hands on the next carriage, and springing up, and so on, crawling and jumping, I at last reached the guard's seat on the first carriage, where I naturally expected I should have nothing to do but spring on to the cinders of the engine tender. In this I was, however, cruelly disappointed, for, as if to complete the chapter of accidents, I found the engine was turned the wrong way about, so that nearest me was the black and ugly chimney heaving out its rapid clouds of luminous steam and smoke. I almost gave it up then, my case looked so very hopeless; for do what I would, and stretch myself and reach out as I might, I could not touch any part of the engine with my feet. I was almost at my wit's end. The unaccustomed exertion was beginning to tell upon me severely, and I was trembling with excitement and cold. I sank despairingly into the seat. I never thought of clambering down and crossing over by the buffers, for I had so made up my mind to the one course, that when it was interrupted, I was for a time staggered, and rendered incapable of further action. I was so sitting, with my elbows on my knees and my face buried in my hands stupidly brooding over and cursing my adverse fate, when a blaze of light showed me the platform of Felton station. There were not many people waiting, for the train was not due for several minutes; but the scared look which I distinctly saw on the faces of those few, as we tore past, I can never forget. It may be thought impossible that, at the rate at which we were running, I should be able to see the faces so distinctly, but it is nevertheless quite true; and what is more, I seemed to take in all,—the people, the clock-face, the name of the station, and all the minutest etceteras,—without trying to do so, or moving my head in the least, and in the smallest fraction of time, for we were in and out of the station in a flash.

What the people thought of me—if they saw me at all on my perch—I do not know; but the sight of them on me was electrical. Intuitively I saw that no time was to be lost. In the same moment I had resolved—and done. I had sprung, and was clinging round the neck of the unconscious monster in front, and sliding rapidly down its smooth and heated surface on to the truck of the engine. Once there all was well. I walked along the side over the wheels, always holding on by the brass rod, and, in another moment, was moving the handle to shut off the steam previous to applying the brake. I knew enough of locomotives to prevent my doing this too quickly, and I did not draw up until we reached Ilcombe station. Arrived there, I resigned my charge to the station-master, and, after securing the few things I had left behind me in the compartment, made my escape to the booking-office as fast as I could; for the hand-shakings, "God bless you's!" and other expressions of thanks from the people whom I had been instrumental in saving from a terrible catastrophe, were proving too much for me, and I was glad to get away from it. There was something so terribly in earnest and sincere about it, that I was more frightened by it than I had been by any part of my perilous adventure.

Very little more need be said. A message was immediately sent to the authorities at Middlesham, apprising them of our safe arrival at Ilcombe, and requesting that an engineer might be sent on with fresh drivers and our guard. The telegram reached there just as they were about to send off a special engine and carriage containing all the medical men they could collect in so short a space of time, for their impression was that we would all be found buried in the ruins of our train somewhere between Middlesham and Dillmouth. Of course, when they heard we were all right, the doctors were set at liberty, and the engine came on by itself with our guard and drivers. We heard then for the first time how the thing happened. The engine driver, it appeared, had gone across the line to get his usual glass of whiskey before starting, leaving his fireman in charge. While he was gone the fireman had to do some oiling work to the engine, and some one, supposed to be one of the goods drivers, had seized the opportunity and got on. This man had called out to the fireman to stand by and hold a switch while he took on a horse box.

The fireman, thinking all was right, and that it was the proper driver returned, without looking up, did as he was told. Everything then followed as we had suspected. The train moved off without the guard, and with the carriage doors open. The engine-driver rushed up just in time to see the tail lights of the train disappearing under the bridge, and very much surprised his fireman by asking for an explanation of such an extraordinary proceeding. The fireman, poor man, could only protest in strong language that he had received his orders from the engine, and, as he supposed from the engine-driver himself. There was, as might be expected, great consternation amongst the officials when it became known that some one had run off with the train, and as such a thing could not have been done with any harmless intention, and the consequences would in all probability be serious, immediate steps were, as we have seen, taken to provide that assistance which, it was feared, would be needed, and the whole of the passengers were forwarded to their various destinations, safe, at all events, in body, if terribly disturbed in mind.

A word or two as to the man who devised and perpetrated this horrible attempt. He was supposed to have jumped off the train a little way down the line, and to have got clear away; but next morning a gang of platelayers, proceeding to their work, came upon his sadly-mutilated body lying in the "six foot." His head and face were so bruised that no feature could be recognised; but from his clothes, and an old pass found in his pocket, he appeared to be one of the most disaffected of the lot, and had often been heard to utter vague threats about "serving the company off for their tyranny and oppression,"—threats so very vague that no one had thought it worth while to heed them or look after him. When found, one of his boots was missing, but it was found a few yards further on, torn and flattened all out of shape. Putting the two things together, it would seem that, in jumping off the engine, his foot had caught on the slippery iron step. He had fallen head downwards, and had so been dragged for a considerable distance, with his head crashing against the end of every sleeper, until his boot came off, and he had then fallen to the earth on the spot where he was found.

None of the railway officials had any doubt of this, but the directors considered it expedient that the circumstances should be suppressed as far as possible, and, accordingly, at the inquest, the men examined seemed to know so little of the matter, and so little of any real importance came out, that the jury returned a bare verdict of Accidental Death; and, as the train was not smashed up, and the passengers were not all killed or dreadfully injured, the newspapers contented themselves with a brief paragraph, headed, "Extraordinary Affair on the M. and D. Railway," instead of the columns and columns which would have been required under other circumstances.

For the share which I had the good fortune to have in the matter, and for saving them so much valuable property, and so many thousands of pounds in claims for compensation, I received a handsome acknowledgment from the directors, and have risen rapidly from one position to another; so that, although it was long before I quite recovered from the nervous state into which I sank after the occurrence, I have had no reason to regret that I was in that runaway train, and that I did my duty to the passengers, and to the company whose servant I was. I am thankful I had sufficient courage and strength of purpose to do that duty satisfactorily.

NEW BRUNSWICK'S EXPERIENCE OF CONFEDERATION.

[From the St. John "Freeman."]

Wait! wait! wait! is now the answer of the men who forced Confederation on this Province to every complaint and every inquiry. We were promised a wonderful influx of capital, and we find that the Bank of Montreal establishes an office to grab all our surplus revenues, harass our own banks, and force a diminution of their circulation, so that money is now more stringent and harder to be got than it was before, and when our business men in their distress ask when this is to end, they are told to wait and they will see the country flooded with Canadian greenbacks.

Our mechanics were promised abundant employment and high wages, and they find employment less abundant and wages no better, and thousands of them have been driven out of the country to seek bread for their families in the United States. When those who remain behind ask when the promises made to them are to be fulfilled, they are told to wait until Confederation has had more time to work its wonders.

Our manufacturers were led to believe that they were to manufacture for all the Provinces, and to send locomotives, steam engines, iron works of all kinds, and agricultural implements, carriages, woolen and cotton goods, &c., to Quebec and Ontario. The people see that the agents of the Montreal manufacturers are swarming all over the country seeking and obtaining orders for their manufactures in every town and village of the Province. They see that every steamboat from Portland and Quebec brings down immense quantities of iron castings, of iron bedsteads, pots, pans, shovels, stoves, &c., of boots and shoes, of tweeds, flannels, and other woolen goods; that locomotives wanted in Nova Scotia are built in Kingston, Ontario; and that even ready-made clothing is sent down to this Province in large quantities. People who were simple enough to believe all that was told them of Confederation, see all this, and wonder to find that instead of our manufacturing for the Upper Provinces, it is they who are manufacturing for us, and they sometimes venture to ask when the tide is to set the other way, and we are to begin to supply Montreal and Quebec, Kingston and Toronto—and they are politely told to wait.

REPORT

OF THE

HONORABLE JOSEPH HENSLEY,

Attorney General,

TO THE

GOVERNMENT OF PRINCE EDWARD ISLAND, RESPECTING HIS MISSION TO ENGLAND ON THE SUBJECT OF THE LOAN BILL AND OTHER MATTERS.

To His Excellency George Dundas, Esquire, Lieutenant Governor of Prince Edward Island, &c., &c., &c.

ATTORNEY GENERAL'S OFFICE,
CHARLOTTETOWN,
20th September, 1867.

SIR;

1. On the 15th June last an Order was made by your Excellency in Council, authorizing me to proceed to England, on behalf of the Government, to negotiate a Loan under the Act passed in the last Session of the Legislature, intituled, "An Act to authorize the Government to raise a Loan of Money for the Public Services of this Island," the amount to be negotiated not to exceed £50,000 sterling, the Union Bank of London being appointed the Agents under my directions to raise the Loan, and authority given me to instruct the Bank as to the terms upon which the Loan was to be raised.

2. On the same day another Order was made by your Excellency in Council, authorising me to apply to the various Proprietors of Township Lands resident in England, Scotland and Ireland, and ascertain from them the terms upon which they would be willing to sell their lands to the Government.

3. I was also authorized by another Order made by your Excellency in Council, of the same date, to submit the views of the Executive Council to the Imperial Government in relation to a certain communication from the Commissariat Department at Halifax, signed "C. Routh," dated 18th of May, 1867, forwarding a demand for the payment of the sum of £4,979 11s. 2d. sterling, as per accounts accompanying said communication, made for the transportation of Troops by sea to Prince Edward Island, for their maintenance there, and other contingent expenses, which the Secretary of State had ordered to be forwarded to this Government with a view to its early payment; and which demand this Government conceived to have been made under a misapprehension of the facts, and that on notice thereof being brought to the attention of the Imperial Government, Mr. Routh would be instructed to withdraw it.

4. In execution of these Orders, I left Prince Edward Island on the 20th of June, and arrived on the 29th of June last, and having addressed a letter on the 3d July to His Grace the Duke of Buckingham and Chandos, Her Majesty's Principal Secretary of State for the Colonies, through H. J. Bryant, Esquire, His Grace's Private Secretary, requesting the honor of an interview, I received on the 4th of July the following reply:

"Colonial Office,
"4th July, 1867.

"SIR,

"I beg leave to acknowledge the receipt of your letter of yesterday's date, and to inform you that the