News by Telegraph.

LONDON, March 25.—The House of Commons last night passed the bill for the abolition of church rates.

VIENNA, March 25.—The new *Free Presse*, in an editorial on the recent visit of Prince Napoleon to Germany, asserts that his object in going to Berlin was to hold a conference with signers of treaties of 1815, for the purpose of urging them to unite in a remonstrance against the absorption of the kingdom of Poland, by Russia, in violation of these treaties.

LONDON, March 25.—The Epsom races began to-day. Benachen won the Metropolitan stakes, and Clemence was the winner of the Prince of Wales stakes.

PARIS, March 25.—In Corps Legislatif the bill concerning the right of public meetings was passed. The Corps Legislatif adjourned until the 14th of April.

BERLIN, March 25.—Wurtemburg has just chosen delegates to the Congress of Zolleverein who are opposed to the policy of Prussia.

LONDON, March 26.—Capt. Deasy, who was in company with Col. Burke when he was rescued from the police in Manchester, on the occasion of the riots in that city, has been arrested at Salford and lodged in jail.....Petitions to the House of Commons expressing strong opposition to the resolutions introduced by Mr. Gladstone, looking to the Church Reform in Ireland, are in circulation and receiving many signatures.....It is reported that the Prussian Government has addressed a circular note to all its diplomatic representatives abroad, denying emphatically that the recent visit of Prince Napoleon to Berlin and Germany had any political object.....It is officially announced Government will send a ship of war to Japan, to protect the trade of Italy in those waters.

LONDON, March 27.—Thomson and Mallaney, the Fenians who were convicted of the murder of Policeman Brett, have been sentenced to imprisonment for life at the Coal Mines at Charleraie.

BELGIUM, March 27.—A riot took place recently, which was suppressed by the troops, many of the operatives being killed and wounded.

FLORENCE, March 27.—Troops have been sent to the Province of Naples, to suppress brigandage. Gen. Pallavicini commands the forces.

LONDON, March 27th.—In the House of Lords, this evening, the question of the Alabama claims came up, and gave rise to some debate. Earl Russell made a speech, in which he reviewed the relations of Great Britain and the United States during the war of the rebellion, and defended the policy pursued by him in the case of the *Alabama* and other Confederate cruisers. Lord Cairns sustained the course of the Secretary of State for foreign affairs. Lord Stanley, in the controversy with the American Government on the Alabama claims. Lord Westbury defined the laws of England bearing upon the question at issue, and denied the justice of the claims for indemnity urged by Mr. Seward in the House of Commons.....This evening Lord Stanley gave notice that on Monday next he should offer a resolution that the consideration of the question of Reform in the Irish Church Establishment, be left to the next Parliament.

LONDON, March 28.—Despatches from the British Military Expedition in Abyssinia, report that entire force, with the exception of the mountain battery and four companies of the 45th Regt. of Infantry, had just left Zoule, and commenced the march for the highlands of the country. The army was in good health and the general sanitary report was favorable. The ascent to the highlands of Abyssinia is regarded here as a very difficult undertaking, but it is understood that General Napier's advance is by the safest and most travelled route, that of the East by Senafe and Dogahatn. The country is represented as variable in appearances, fertile and extremely barren alternately, and some of the mountain passes very formidable. The report telegraphed from Vienna a day or two ago, that the Civil Marriage Bill had finally passed both Houses of the Reichrath, was premature, as some amendments were made in the Upper House, and the Bill was sent to the Lower House for its concurrence. These amendments were agreed to to-day by the lower branch, and the Bill as amended now stands passed by both branches, and only awaits the assent of the Emperor to become law.

LONDON, March 29.—The case of G. F. Train came before the Court of Bankruptcy at Dublin a day or two since. Mr. Train presented the Court a schedule of his assests and liabilities, which the Court rejected as a complete farce, and announced it as worthless, and as so much blank paper.....Anti-Prussian riots have taken place in Northern parts of Bavaria. Crowds gathered at several places and made violent demonstrations against Prussian influence in the Union with Northern Germany.....It is understood that the Emperor Napoleon was engaged in preparing an important manifesto with regard to the Foreign Policy of his Government, the documents to appear about the 15th prox.....It is estimated by the French Minister of War, Marshal Neil, that since the new army law had been brought into operation, the Guard Mobile of France was increased to five hundred thousand men.

MADRID, March 29—Government is vigorously excluding all American newspapers, seizing them in the mails or wherever found. Even those addressed to Mr. Hale, American Minister, have been seized. Mr Hale has protested to the Spanish Government against the outrage.

LONDON, March 30th —The War Office has despatches from Gen. Napier's head quarters in Abyssinia to the 9th inst. The General expected the first brigade to arrive at Lake Ashango on the 16th March. The despatches report King Theodore posted with heavy guns and mortars defending his position on the table land near Salanto, in the neighborhood of Magdala. The British captives held by the King were safe and in good health on the 17th of February. The baggage of the British army of every description has been reduced two-thirds by orders. Forage for cattle is scarce, the roads being very bad and difficult to travel, the country being for the most part dry and of volcanic formation. The soldiers are suffering from dysentry and fever.

NEW YORK, March 26, P. M.—The schr. *M P.* from St. John, N. B., for Boston, was wrecked at the mouth of the Penobscott Bay on the 21st inst The captain and crew were saved after being 48 hours on an uninhabited island.

NEW YORK, March 26.—The Legislature of British Columbia opened on the 21st inst. The Governor in his message favored Victoria for the seat of Government.

NEW YORK, March 27.—The Senate yesterday ratified the Treaty between the United States and the North German Confederation, providing for free emigration, and that naturalization changes nationality. The vote was 29 against 8. The treaty was slightly amended, but not in any important particular.—Gold 138 3/8.

NEW YORK, March 31 —The trial of President Johnson, on the impeachment charges, began yesterday afternoon, before the United States Senate, Chief Justice Chase presiding. Gen. Benj. F. Butler opened the case against the President, in an argument presenting all the facts, occupying four hours. The President appeared by counsel.....Mr. Perry, late Consul to Tunis, has received a letter from that place dated Feb. 29, announcing the death of Gen. Osman Hashem, who, in 1865, was Ambassador from Tunis to this country. The letter also speaks of a frightful distress in Tunis and Algeria from famine. In the latter place human beings had been killed and eaten by the starving people..... The house of a farmer named Lambert at Merham, 25 miles from Ottawa, Canada, took fire on Wednesday night. Mr. Lambert with seven of his children and a man servant were burned to death.—Gold 138

A clergyman lecturing lately in an English town on the Irish question, said:—"It is asked, are the Irish loyal? Gentlemen, I think they are even more loyal than the English would be, were the Queen to become a Catholic, to marry The O'Connor Don, to live in Ireland, recreate in Killarney, and Connemara, to hold her Parliament in Dublin, to establish the Catholic Church in England and in Scotland, to deprive the Protestants of their seats in the peers, of their palaces and cathedrals, and to make their titles penal; to abolish the English customs, to govern England after Irish ideas, and to make a flying visit to England about once in a dozen years. Remember James II and William III."

The Order of St. John of Jerusalem is about to be re-constituted, with the express purpose of devoting itself to the defence of the Holy See.

The Herald.

Wednesday, April 8, 1868.

It is a very difficult thing to please one's political opponents. Let the party in power pursue what course it may, the party in opposition is sure to declare it to be the wrong one. If the Government is cautious and conservative, it is loudly denounced as old-fogy and unprogressive; if it attempts to change, in the slightest degree, the existing order of things, it is either ridiculed as being visionary, or thundered against as propagating doctrines dangerous to the peace and welfare of society, and subversive of the most sacred rights of the subject. If its press is moderately reticent on a given subject, its silence is ingeniously construed into a proof of its weakness or of its insincerity. If its advocates liberal measures and the popular cause, its utterances are immediately stigmatized as clap-trap, bunkum, bosh, or whatever cant term may at the moment be in fashion to express high-sounding talk which is intended to supply the place of prompt and effective action. The atmosphere of opposition is not exactly the proper medium through which to get a true and just view of the acts of the Government Like some bad kinds of glass, it twists and deforms the object looked at in the most singular and grotesque manner. Everything seen through it is distorted. The straight it makes to appear crooked, the curved angular, the distant near, and the near distant. The *Islander* has lately been looking very hard at the Government through a very bad pair of opposition spectacles, and it is not at all surprising to find that he sees things badly arranged and out of proportion. So far are his glasses out of focus, that twelve short months are made to appear a much greater period of time than eight long years—longer, indeed, when we come to think of it, than fifty long years. The present Government have been in power, says he, twelve whole months, and they have not settled the Land Question!!! The settlement of the Land Question has been the main object of every Government that the Island has had for the last fifty years, at least, and yet we see that that question still remains to be settled. His party was in power for eight years, to say nothing of the odd months, and, though its members talked, and wrote, and boasted more, perhaps, than was becoming, what did they do, in all that time, towards the settlement of the Land Question? They left that question just where they found it, barring the Tenant League complication. That difficulty was one of their making. The present Government, at the hustings, did not promise to settle the Land Question in one, or two, or even in ten, years. Its supporters promised to do what they could towards settling this vexed question. They simply promised to be in earnest, and to do their best. This, we contend, they have done. The Loan Bill was intended to facilitate the settlement of the Land Question. It is quite true that the Attorney General did not negotiate a Loan while he was in London last year; but, as he could not induce any of the proprietors to sell, there was no necessity for raising the money. That same Loan Bill may stand the Island in good stead one of these days. There have been times when a foreign loan would have been of incalculable benefit to the Government and people of the Island, and such a time is likely to occur again. We should not at all wonder to see the Tories, when they come again into power, having recourse to this law, and making it their boast that they have done an immense amount of good by making a timely use of the powers which it gives the Government of the Island. They abused the Land Purchase Bill much more violently than they did the Loan Bill, yet they claim credit to themselves that, by having carried out the provisions of that law, they have done a great deal of good to the rural population of the Island. We are far from denying this. Who knows but that they will have the same story to tell about the Loan Bill, if they get another term of power before the whole of the land held under lease in the Colony has been changed to freehold.

The editor of the *Islander* finds fault with the policy of the Government with regard to the projected compulsory law. He has not a word to say against the principle of compulsion, but he thinks it improper and beneath its dignity for the Government of this Colony to ask the approval of Her Majesty's Government for the introduction into the Legislature of Prince Edward Island of a measure compelling Proprietors to sell their interests in their estates. Had the local Government pursued the opposite course, and passed a compulsory bill without first acquainting the Home Government of its intention, he would have found still stronger reasons for censure. The Government would then be accused of trying to unsettle the minds of the people; of making them discontented and disloyal by attempting legislation which they well knew, whatever hopes it might raise in the breasts of the tenant farmers of the Colony, would never meet with the approbation of the Colonial Minister, and would be sure to end in disappointment. The course pursued by the Government in this matter, reflecting and impartial men will, we are confident, pronounce to be much the wiser, though, perhaps, not the most popular. It would have been very easy for the Government, if popularity were its only aim, to have framed a compulsory bill to and have carried it through the Legislature. The people, no doubt, would have been deeply interested in the measure. The discussions upon it, in Parliament and elsewhere, would have been heard with interest and read with avidity. The whole question of the Land Tenure of the Island would have been agitated anew. The hard feelings of tenants against proprietors would have been greatly intensified. The people would have time and opportunity afforded them of pondering upon their grievances, both real and imaginary. They would be made to consider themselves a neglected and an ill-used people. It would be shewn to their satisfaction, at any rate, that the Mother Country could not—without exercising the most flagrant injustice—the most glaring partiality—refuse what appeared to them their most just and reasonable demand By a skilful use of the press and the platform, the people could be raised to the highest pitch of excitement. They could be very easily made to expect what their interest induced them to wish for. By their zeal in the cause of the tenantry, the Government would greatly increase their popularity. When the measure failed, as fail it surely would, the majority would loudly express their indignation at the injustice with which the country had been treated. They had done everything that lay in their power to ensure the passage of the law, and its failure was owing to no fault of theirs. Of their sincerity there could be no doubt. If popularity were the sole aim of the Government; if it wished merely to raise a cry, it would have pursued the very course which the *Islander* blames it for not taking. We agree with the Hon. Mr. Beer. A compulsory law would be very popular in this Island. Both the tenants and the freeholders would heartily approve of it. The whole people are sick and tired of the Land Grievance. They have very little sympathy with the proprietors. If they refuse what the friends of the tenant consider a fair price for their lands, ninety-nine out of every hundred of the inhabitants of the Island consider it perfectly reasonable and perfectly just that they should be compelled to sell at that fair price. That the Government has pursued a different and less noisy course, is a proof that it wished, if it were at all possible, to confer a substantial benefit upon the people without raising any needless agitation. We believe that the representations of our Government in favor of a compulsory law, have met with a more careful consideration from the Colonial Minister than the Law itself would have received, though it had passed through the Legislature by the most sweeping majorities. To accuse the Government of wishing to *humbug* the people in this matter is simply absurd. A more quiet, a more rational, a less exciting policy, the Government could not have pursued. Governments that wish to *act a part*, do things in a very different manner, as the editor of the *Islander's* experience has long since taught him. We have tried very hard to see the connection between the Hon. Mr. Beer's (a high Tory) approval of compulsory legislation and the land policy of the present Government, and, though we have strained our mental vision, our efforts have been in vain. The learned editor's Confederation specs have, we fear, played him a very scurvy trick.

THE following important correspondence was, upon the request of the Hon. T. H. Haviland, laid before the House of Assembly on Saturday last. We offer no comment upon the Memorial of His Lordship Bishop McIntyre, nor yet upon the Minute of Council in reply thereto. Both documents speak for themselves. The Bishop thinks it a hardship, as it doubtless is, to be compelled to pay for the Education of some two or three hundred children, whom the State ought to educate; and the Government thank His Lordship for his humane and disinterested labors, but inform him they can do nothing for him. Here the matter rests for the present. We now give the correspondence, reserving to ourselves the right, at any future time, to offer such remarks thereon as may seem to us required:—

(COPY.)

To His Excellency George Dundas Esquire, Lieutenant Governor, &c., &c., in Council.

The humble Memorial of the undersigned, the Roman Catholic Bishop of Charlottetown,

RESPECTFULLY SHEWETH,

That, in the year 1833, the late Right Reverend Æneas Bernard McEachern, Roman Catholic Bishop of Charlottetown, did Establish a College, or Institution of learning, at St. Andrew's, in King's County, which he endowed with certain Lands and Property, which were invested in Trustees, by an Act of the Legislature, the same year, for the support of said College.

That, with the aid of a grant from the Legislature every year, up to 1844, the College was kept in active operation, when it was deemed advisable by the late Right Reverend Bernard Donald McDonald, then Roman Catholic Bishop of Charlottetown, to erect a College on a larger scale, near Charlottetown, now called St. Dunstan's College, and which he endowed with certain Lands, in the Royalty of Charlottetown, and in aid of which, the income arising from the property of St Andrew's College, has been appropriated, since it was opened in the year 1855.

That, in the year 1857, a Female Boarding and Day School was opened in Charlottetown, conducted by the Ladies' of the Congregation of Notre Dame, in which most of the higher branches of a female Education are taught, while a larger number of the poor children of the city, have been, and are still taught, free of any expense whatever.

That, in the year 1862, another School was opened on Pownal Street, known as St. Joseph's Schools, conducted also by some of the Ladies from the Convent of Notre Dame, which, although numerously attended, very few of them pay any fees whatever:

That, another Female boarding and day school was opened in Miscouche, in Prince County, in 1864, in which the usual higher branches of Female Education are taught, and at which a large number of pupils attend daily.

That, between the four Educational Institutions just named, there are upward of five hundred pupils in attendance, three fourths of whom, being of the poorer classes, pay nothing whatever.

That, while your memorialist feels convinced that the Education imparted in those institutions just named, is superior to any that can be had in the district Schools, he feels it a grievance that he gets no aid from the Public School fund of the colony, not even as much for the number of children taught free, as should be paid for them if they attended district schools.

That, in seeking for a redress of this grievance, Memorialist disclaims all idea of any exclusive privilege—nothing more than even-handed justice is desired, and that he has for some years, with no little sacrifice and inconvenience, endeavoured to establish and maintain those institutions which he considered essential to a sound Catholic Education, in the earnest hope, that, one day, simple justice would be received at the hands of the gentlemen composing the Legislature.

Your memorialist therefore earnestly entreats your Excellency in Council to consider impartially his case, and ask the Legislature to alter the present school Law, so as to permit his schools to participate in a fair proportion of the school fund, according to their numbers and efficiency, or a special grant to answer the same purpose, and your memorialist

Will ever pray.

[Signed] † PETER McINTYRE,
R. C. Bishop of Ch'town.

Charlottetown, March 3rd 1868.

(COPY)

COUNCIL OFFICE,
20th March, 1868.

My Lord,

His Excellency the Lieutenant Governor in Council, having had under consideration your Lordship's Memorial, praying that your Schools in this Island may participate in a fair proportion of the school fund of the Colony; I am instructed to acquaint your Lordship that whilst the Council freely acknowledge the great and meritorious exertions made by your Lordship in the cause of Education, they regret that they do not feel themselves in a position to submit the proposed grant to the consideration of the Legislature.

I have, &c.,

CHARLES DESBRISAY, C. E. C.

The Right Reverend Peter McIntyre,
Lord Bishop, &c., &c.

FAT CATTLE.—At the Queen's County Easter Show of Fat Cattle, held in Charlottetown yesterday, the principal exhibitors were Messrs. Blake and Brydges. The cattle of the former, especially, excited universal admiration; but it will be difficult to say who really deserves the palm of merit until the Beef be exhibited in the Market-house on Saturday next. The Show has never been excelled in this Colony—the motto of Messrs. Blake and Brydges being *excelsior*. The following is the live weight of the cattle exhibited:—

P. Blake's Ox,		1790
do	do	1690
do	Cow	1510
do	do	1305
do	do fed by Holman,	1190
do	do do Bell,	1262
do	Ox do J. Johnston,	1260
do	Cow	1200
Bridges'	do	1400
do	do	1440
do	do	1170
do	do fed by Wright,	1280
do	do do	1200
do	Ox do	1410
McKinnally's Ox		1140
do	do	1180
do	do	1350

IN order to make way for the papers ordered by the House of Assembly to be published in our present No., we are forced to curtail our summary of Legislative proceedings, telegraphic news, and other matter. The Legislative summary would embrace the Report on Roads and the Despatches on the Land Question, which we give to-day; also the outlines of the Education and Bankruptcy Laws before the House. Upon these measures we will have some observations to offer at an early day. The most important of the telegrams received during the past week will be found in our present No. Our readers will, therefore, have to excuse us for the want of variety in our columns during the sitting of the Legislature, upon the prorogation of which, (about this day week), we hope to make ample amends for our present defects.

A young man named Stewart, of Brackley Point, lost a very fine mare in the ice at Wheatly River, a few days ago. He drove into a hole and the mare and sleigh went right under.

FRIDAY next being Good Friday, the market will be held on the following day. All public business will be suspended for the day.

BLACKWOOD'S MAGAZINE.—The March No. contains the following articles, namely:—The Church in the Army and Navy; Linda Tressel—Part VI.; The Temporal Power of the Papacy; A Fenian Alarm; The National Character of the Old English Universities; Letters from a Staff-Officer with the Abyssinian Expedition; Opposition Tactics.

A horse was lost off Heard's Breastwork, Charlottetown, on Monday last, by breaking through the ice and drowning before assistance could be rendered.

DARING ROBBERY.—We learn that James Bearsto, Esq., of Malpeque, had about 500 bushels of oats stolen out of a granary near the shore, where he had them stored. This is certainly one of the most daring robberies we have ever heard tell of. As there is no doubt but that there were several persons engaged in this business, the parties will yet be found out. "When rogues fall out honest people get their own."—*S. Jour.*

CHARLOTTETOWN DEBATING CLUB.—On Friday evening last, Mr. A. McNeill opened the subject "Should the Legislative Council of this Island be abolished?" which, after a very interesting discussion, was decided in the negative. On Friday evening next, Mr. William Crabb will open the question "Should capital punishment be abolished in this Island?"

W. D. HAZARD, Sec. *pro tem.*

RELIEF FUND.—The subscriber begs to acknowledge per Hon. G. W. Howlan, the sum of five pounds, as a donation from the Hon. Robert P. Haythorne, in aid of the funds subscribed for the relief of the destitute, in the Second Road District of Prince County.

JAS FORSYTH, Sen.

IN THE HOUSE OF ASSEMBLY,
March 4, 1868.

Resolved, That it be recommended to the Government to cause the following Report to be printed once in the several newspapers of this Colony; and that its further consideration be deferred until next Session.

JOHN McNEILL, C. H. A.

REPORT

Of the Joint Committee of the Legislative Council and House of Assembly, appointed to enquire into the best means of improving the Highways of the Colony.

To His Excellency GEORGE DUNDAS, ESQUIRE, *Lieutenant Governor and Commander-in-Chief in and over Her Majesty's Island, Prince Edward, and the Territories thereunto belonging, Chancellor, Vice Admiral and Ordinary of the same, &c., &c., &c., in Council.*

MAY IT PLEASE YOUR EXCELLENCY:

1. The Joint Committee of the Legislative Council and House of Assembly, appointed to enquire into the best means of improving the Highways of the Colony, have the honor to report that they have met several times, have received communications in answer to enquiries made by them, have examined witnesses, and after mature consideration, they are of opinion, that the roads of the Colony are not worse than might be expected from the nature of the material used in their construction, and the small amount of money and labour expended on them; and that in certain cases, where more expense has been evincerred and better materials employed, the want of practical skill in their application has caused the result to disappoint public expectation.

2. It is also their opinion, that the radical defect which pervades the present system, is the absence of competent superintendance; and they advise that it should be remedied, in the first instance, by placing the management of the highways under the control of a Board of Works, which might consist of five persons appointed by the Lieutenant Governor in Council, three of whom should be a quorum;—at least three members of the Board should be Members of the Executive Council, and the Chairman should be appointed by the Lieutenant Governor in Council.

3. The Committee are of opinion that the principal thoroughfares leading through Charlottetown Royalty, and in other localities where much traffic concentrates, cannot be successfully dealt with except by macadamizing with hard stone; and one of the chief obstacles hitherto experienced seems to have been the scarcity of labor,—the impossibility of procuring men to break stone, except at rates which would render its use too costly for general application. At a very early stage of their enquiries, the Committee ascertained that a machine styled "Blake's Stone Breaker," has been invented, and is coming into general use in Britain, and elsewhere, which, driven by steam power, equal to eight horses, breaks the hardest materials ever used for roads, at the rate of six tons per hour, and at a cost of three pence sterling per ton. Though the price of these machines is considerable, yet the Committee do not hesitate to recommend the immediate purchase of one on wheels, calculated to operate on stones 20 inches by 9 in diameter; also, of a portable eight horse power Steam Engine to work it. The price of a machine of this size is £255 sterling, and of an eight horse power portable Steam Engine, about £225 sterling. Large as this outlay is, the Committee do not hesitate to recommend it, as they feel assured that without the assistance of one or more of these machines, no considerable improvements can be effected in those localities where the concentration of traffic renders it essential that transit should be at all times safe, easy, and unobstructed.

4. The Committee believe that good hard Nova Scotia stone may be procured at from two shillings to four shillings per ton. They have ascertained by actual weighing and measuring, that a cubic yard of broken stone weighs a little more than a ton, consequently, one ton may be made to cover a space of road eighteen feet by three, and six inches deep; 1760 tons would be required to cover a mile in this manner, which, allowing five shillings per ton for stone broken and delivered in carts, would amount to nearly £450. The cost of conveyance to the spot required, spreading and superintendance, would probably not much exceed the amount at present expended annually, to so little purpose. These calculations are offered as approximations only; the cost of stone varies; a thickness of six inches may prove insufficient; the estimate is for a width of road sufficient for two vehicles to pass; a more than half that width may suffice for the present want, of many localities—though the outlay is large, yet the results would be immediate and permanent. The stone breaking machine, kept at constant work, would supply the material for making sixty yards of road per day; the work might proceed during several months; and, it is possible, the stone breaking might continue during winter, except perhaps a few weeks of the coldest weather. The Committee cannot, however, recommend that an experiment of this extent should be attempted, except under the management of a skilled superintendant, so as to ensure proper economy of labor and a judicious use of materials. It is, therefore, expedient in their opinion, if the question of improving our highways is to be fairly grappled with, that a person possessing the necessary qualifications should be permanently engaged, and all future operations of the kind referred to, should be conducted by him under the directions of the Board of Works.

5. As, however, roads thus constructed, may be expected to last, with occasional repairs, for half a century or more, the cost of them ought not to be borne entirely by the present generation. Their first cost may very properly be defrayed by contracting a loan for that purpose, with provisions for repayment in twenty years. The Committee know of no instance in which permanent highways have been constructed out of funds raised within the year. It is right, however, to state that one of their numbers Mr. Sinclair, is adverse to borrowing for this purpose; but it is evident that there can be no economy in acquiring powerful machinery, and engaging a skilled superintendant, unless means are provided to keep them fully employed. A portable Stone Breaker and Steam Engine could, without difficulty, be moved to any part of the Island where the amount of traffic renders it necessary that a macadamized road should be laid.

6. The foregoing suggestions are intended to apply to the roads in the immediate neighbourhood of Charlottetown, and wherever else the amount of traffic renders their application advisable. The principal Mail routes the Committee advise, should be placed under the immediate management of three superintendants, who should be paid sufficient salaries, and should devote their whole time to the care of one hundred miles of main post road, or as much more as it is considered they can well look after. They should be in communication with, and be instructed as to the fulfilment of their duties, by the Board of Works They should control the execution of statute labor in the precincts bordering on the highways under their charge, and from them the overseers of said precincts should receive directions as to the time, the place, and manner of performing statute labor. They should also control the expenditure of grants from the Legislature, subject to the direction of the Board of Works; it should be their duty, on appointment, at the opening of Spring, to travel over the road committed to their care, and note such particulars as require most pressing attention, and also give directions, *viva voce*, or in writing, relative to the performance of statute labor; and having made their observations as to the condition of their roads, report to the Board of works the nature, extent and probable cost of the repairs and improvements, in their judgment advisable or necessary, and the Board thereupon shall order or reject them, in whole or in part, for reasons assigned, which shall be entered on their minutes. The superintendants should travel at frequent intervals over the roads under their management, order such repairs as appear immediately necessary, and, subject to the approval of the Board of Works, make purchases of stone or other materials required for roads or small bridges, or make contracts for delivery of the same at certain places, or for laying on stone or other materials; or if contracts cannot be advantageously entered into, they shall either personally superintend labourers, or employ overseers of precincts or others for that purpose, who shall receive for that service a sum not exceeding five shillings *per diem*; they should also be in frequent communication with the Board of Works and keep a daily register of their proceedings, which, together with accounts of their expenditure, should be laid before the Board As the success of the plan suggested, largely depends on the ability, the activity and discretion of the superintendants, the Committee recommend that they should be carefully selected by the Board of Works, and paid a salary sufficient to enable them to devote their whole time to the road service, and to cover travelling and all other personal expenses.

7. With reference to all other highways, the Committee recommend that they should be left for the present, under the management of the existing Commissioners; who, however, being relieved of the care of the main post roads, might be expected to devote more time and attention to the inspection of the different precincts. The Committee also suggest that much might be effected by the performance of Statute Labor at an earlier period of the season than is now customary, by paying more attention to drainage, by the use of hard materials where such can be readily procured, and by the use of a substratum of carefully laid brush in wet situations

8. With a view, however, to the future and permanent improvement of the highways referred to in the preceding paragraph, the Committee suggest that it is desirable to avoid centralization, and if possible to raise up a system of local management, and in due time, perhaps, of local taxation. The radical fault of the present system, as already observed, seems to be the want of responsible permanent management. The commissioners are charged with the performance of certain definite duties for which they receive very inadequate remuneration. The overseers appointed for the current year direct the statute labor of their precincts and expend the commutation money, but the duties of these officers do not seem to extend to the daily charge of the roads nominally committed to their care. The Committee, therefore, suggest the enactment of a permissive measure, embracing such features of the English and Irish systems, as appear suitable to the circumstances of this Island. Such a measure might be put in operation by order of the Lieutenant Governor in Council, on the petition of not less than fifty householders residing in any two or more adjoining Townships or parts of Townships, desiring to be constituted a Highway District. Such Petition should set forth that the said District would contain, at the least, one hundred miles of highways, and that it would conduce greatly to their better management if a Highway District were formed in the manner contemplated by the Act. The Townships mentioned in the Petition should thereupon, if no sufficient objection appeared, be constituted a Highway District by order of the Lieutenant Governor in Council, the existing Commissioners superseded, and a highway Board formed, which should consist of seven persons, who should be elected by the people resident within said district. The district Board should then appoint a superintendant or general overseer of roads, whose duties should be nearly the same as the superintendants of main post roads, already described in the sixth paragraph of this Report, but he should be under the immediate direction of the local Board, which should control the expenditure of all grants of public money for highways within their District, and the commutation money, and also direct their overseer concerning the performance of statute labor; and when funds are required for further repairs or improvements, they may make known the same by memorial to the Lieutenant Governor in Council, setting forth that a sum of £ is needed for the service of highways in district, and recommend that an assessment should be levied on all lands, not exceeding three shillings per one hundred acres, or an assessment of three shillings on all persons liable to statute labor, and one shilling and sixpence on every working horse; and if it shall appear to the Lieutenant Governor in Council that no sufficient objection exists to the levy of said assessment, he shall thereupon signify his approval, and the district Board may then order the assessment to be collected by their overseer, or other persons duly authorized by them. Such a measure, suggested partly by the Imperial Statute, 25th and 26th Victoria, Cap. 61—which is also permissive—and partly by the Irish practice of local assessments, would possess many advantages, it would combine the best local ability and experience for the management of the roads; the proceedings of the Board and their officers would be sharply criticized, and this, it is presumed, would prove a stimulus to exertion, while the small amount of taxes to be levied would not meet with much serious opposition.

9. The management of winter roads should remain with the overseers of precincts; but they should be directed, on the approach of Spring, and at other times if necessary, to cause cart tracks to be opened through the remains of snow-banks, which would otherwise cause serious obstruction. They should also be required to attend more particularly to bushing the ice on the rivers and bays, where persons liable to statute labor are employed. The bushes used are generally too slight, and are often set too far apart, the distance between them should in no case exceed fifty yards. With reference to this part of the subject, the following suggestions are offered by a member of the Committee having a large personal experience. He advises that in certain parts, near towns, a double track should be broken with a snow plough, and that more strict attention should be paid to the roads in winter, in the way of levelling pitches, &c. When the track leads over any part of the ice where mud-diggers are are at work, a double line of bushes should be set, with a space between the lines not exceeding ten yards, and the distance between the bushes not to exceed twenty yards.

Medical men should not be called on to turn out to break roads, but allowed to pay a commutation—the amount to be fixed by statute.

Referring to the subject of macadamizing, the same gentleman adheres to his opinion that a width of twelve feet would be ample for the present traffic: persons driving light vehicles prefer the soft track at the side, as has been well proved, on the piece of ground near the Honorable John Longworth's

10. The Committee, aware of the objections which have been entertained against the employment of statute labor, and of the opinions expressed in favor of its commutation for a fixed money payment, have given the subject their careful consideration. It is their opinion that so long as the roads of the Colony remain as they are at present—mere earthen tracks—requiring every year the same sort of repairs to be made at once, that statute labor affords the only means of combining the requisite amount of labor. The permanent employment of a few workmen, paid out of the commutation money, would not suffice to accomplish the repairs of the winter damages, and put the highways in an efficient state until a late period of summer.

Statute labor, however, ought to be rendered more efficient by the exercise of more judgment in the appointment of overseers, and by the commissioners furnishing them with more minute instructions previous to its performance, by closer inspection of the work while in progress, and when completed.

In conclusion, the Committee would remark, that desirable and necessary as improvements on the highways undoubtedly are, caution is required in carrying them into effect. To commence extensive improvements, and abstract labor from productive employment on the farms, in the workshops, from the fisheries, would be productive of serious embarassment. The scarcity of manual labor must be compensated by the employment, when practicable, of machinery. Blake's Stone Breaker, well served, will do the work of sixty experienced men with hammers.

Doubtless any measure which may be passed will require frequent amendments and alterations to adapt it to the varying circumstances of the country. No one need expect to witness any great and sudden improvement in the general condition of our roads. Money must be freely, yet judiciously, expended; materials must be skilfully employed; patient laborious industry head, as well as of the hands, must be time for the developent of results must be and eventually success will, without doubt, exact proportion to the manner in which the tions have been observed.

All which is respectfully submitted—together documents mentioned in the accompanying list

(Signed) GEORGE BEER,
" ROBERT P. HAY
" PETER SINCLAIR
" L. C. OWEN,
" J. T. JENKINS,

No. 1. Minutes of the Committee's meetings a letter to L. C. Owen, Esquire, M. P. P.

No. 2. Correspondence concerning Blake Breaker and pamphlets, (No. 1, Mr. Marsden J. Hensley, July, 1867; No. 2. Messrs. Gold Sons to Hon. Mr. Beer; No. 3, Messrs. same; No. 4, L. C. Owen, Esquire, to H Haythorne.)

No. 3. Experiments as to relative weights and of stone, by Hon. G. Beer,

No. 4. Estimate by same.

No. 5. Communication by James Rattray, Es

No. 6. Ditto from John Williams, Esquire, as macadamizing

No. 7. Messrs. Gray of Uddington, by Glasg C. Owen, Esquire, on Steam Engines.

PAPERS

Relating to the Land Tenures of Prince Island. (laid before the House of Assem 30th of March, 1868):—

Copy of Despatch from the Lieutenant G the Secretary of State, marked No. 6, Princ Island, and dated Government House, Princ Island, 11th January, 1868, with enclosure,

A Minute of the Executive Council, contai views on the Land Tenures, and submitting tions on which they seek the sanction of the Government to the introduction in the local L of a measure, compelling Proprietors to sel terests in their estates.

Copy of a Despatch from the Secretary of S Lieutenant Governor, marked No. 13, Prin Island, and dated Downing Street, 2nd Marc reply thereto.

(Ordered by the House of Assembly to be

PRINCE EDWARD ISLAND.

GOVERNMENT
11th Janu

No. 6.

My Lord Duke,

My advisers have requested me to forw Grace, the enclosed Minute of Council.

This minute contains the views of the Council, of this Island, on the Land tenure tain arguments which the Members of the C with the view of inducing your Grace to s introduction in the local legislature, of a me pelling Proprietors to sell their interests in t

The general arguments are similar to have from time to time been urged upon t Government, and do not appear to require on my part There is however, reference cent negociations with the proprietors, wh does require some explanation.

It is stated, (pages 4 and 5), that the Le ment has "endeavoured to induce the pro prietors to tender their Lands to the Gov sale, and their proposals have not been e and, (page 20), "that before seeking a compu ment of this momentous question, every eff exhausted to obtain the desired result b agreement with the remaining proprietors." negociations, I have to refer your Grace to M report, (pages 10 & 14), copies of which with my despatch, No. 83, of 2nd Nove Mr. Hensley has also reported that since t report, he, on the part of the Governmen Mr. Robert Bruce Stewart, a resident ow 50,000 acres, whether he would sell his la provision of the Land Purchase Act, (i. e., exceeding five shillings an acre, including that Mr. Stewart has replied that he is not so.

The proprietors, therefore, with whe Government has been in communicatio Melville, Lady Georgina Fane, Colonel Miss Sullivan, Sir Graham Montgomery, Miss Fanning and Mr. Bruce Stewart.

Negociations with Lord Melville are ne as an offer has been made to him of £4, tate, of what the rental is, (page 17), £ arrears due are £2,600.

I am informed by Mr. Hensley, that L Miss Fanning, are willing to sell, but at exceeding what the Government will give, purchase of the reserved rent, with all th

The estates of Miss Sullivan, and of Montgomery, alone, of these proprietors the Act of 1864, referred to at page 16, and under that Act, each of the tenants o is already at liberty to purchase his farm purchase of the reserved rent.

Besides the proprietors named, there others—chiefly resident here, with whom ment does not appear to have deemed it n present time to open negociations. I do the estates of any of these proprietors are and some of these owners hold their esta ditions, which render it impossible for a title, even if disposed to sell.

As the question for your Grace's decis your Grace will sanction the introductio sory Act, any comment on the minute beyond these explanations appears unnec

To the enclosed minute is annexed a re on certain estates.

The Legislature will meet on the 4th therefore venture to ask your Grace's co this question.

I have, &c., &c., &c.,

[Signed] GEORGE DUN
Lieutena

His Grace, the Duke of Buckingham an

Minute of Council on the Land

The Executive Council have taken in the replies of certain Proprietors of Tow this Colony, to inquire whether they wo sell their Estates to the Government, a what terms; and find that such replies cases, been in the negative, and in othe and unsatisfactory, and, therefore, cons cumbent on them to record their views the leasehold tenure, and the future des derness lands still held by Proprietors

Their familiarity with the whole his question—their knowledge of the bane proprietory system has exercised and the prosperity of this Colony—their e evils which result from the increasing public mind thereupon—all lead the that when the case is fairly stated, th assistance of the Secretary of State, a al Government, will not be withheld of Prince Edward Island, suffering as consequences of improvident grants m in former times; and that Her Majesty vised to refuse Her assent to a measu object, the removal of a grievance a c has occupied the attention, and in a g fled the efforts of successive Secretar the present day.

The Council desires expressly to di tion to dispossess proprietors of the unjust, or unreasonable means; they rights of property with jealous care those rights should never, for any le lowed to come into collision with pu