The Herald.

VOL. IV. CHARLOTTETOWN, PRINCE EDWARD ISLAND, MAY 13, 1868. NO. 30.

THE HERALD

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EDWARD REILLY,

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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 MAY.

MOON'S PHASES.

Full Moon, 6th day, 2h. 24m., even., N. E.
Last Quarter, 14th day, 1h. 3m., even., S. E.
New Moon, 22d day, 2h. 23m., morn., N. E.
First Quarter, 28th day, 7h. 29m. even., N. E.

DAY 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	4 51	7 4	5 45	2 22	14 13
2	Saturday	49	5	6 51	2 54	16
3	Sunday	47	6	7 54	3 28	19
4	Monday	46	7	8 52	4 0	22
5	Tuesday	45	8	9 33	4 29	24
6	Wednesday	44	9	10 18	rises.	25
7	Thursday	43	10	11 16	8 8	27
8	Friday	42	12	11 57	8 59	30
9	Saturday	41	13	even.	9 59	32
10	Sunday	40	14	1 24	10 42	34
11	Monday	39	16	2 7	11 45	37
12	Tuesday	38	17	2 51	morn.	39
13	Wednesday	36	18	3 36	0 16	42
14	Thursday	35	19	4 25	0 50	44
15	Friday	34	20	5 16	1 24	46
16	Saturday	33	21	6 10	1 50	49
17	Sunday	31	23	7 4	2 17	52
18	Monday	30	24	7 59	2 46	54
19	Tuesday	29	25	8 47	3 15	56
20	Wednesday	28	26	9 33	3 48	58
21	Thursday	27	27	10 28	4 20	15 0
22	Friday	26	28	11 13	sets	2
23	Saturday	25	29	11 58	8 59	4
24	Sunday	24	30	morn.	9 58	7
25	Monday	23	31	0 41	10 53	10
26	Tuesday	22	32	1 39	11 40	11
27	Wednesday	21	33	2 30	morn.	13
28	Thursday	20	35	3 27	0 24	15
29	Friday	19	36	4 26	0 58	17
30	Saturday	18	37	5 27	1 31	18
31	Sunday	17	39	6 28	2 2	20

Prices Current.

CHARLOTTETOWN, May 8, 1868.

Provisions.	
Beef, (small) per lb.	6d to 10d
Do by the quarter.	5d to 8d
Pork, (carcass)	4d to 6d
Do (small)	6d to 8d
Mutton, per lb.,	5d to 9d
Lamb per lb,	4d to 5d
Veal, per lb ,	3d to 5d
Ham, per lb.,	6d to 7d
Butter, (fresh)	1s 8d to 1s 10d
Do by the tub,	1s 6d
Cheese, per lb.,	3d to 5d
Tallow, per lb.,	9d to 10d
Lard, per lb.,	
Flour, per lb.,	3¼d to 3½d
Oatmeal, per 100 lbs..	21s to 22s
Eggs, per dozen,	8d to 10d
Grain	
Barley, per bushel,	5s 6d to 6s 6d
Oats per do.,	3s 3d to 3s 6d
Vegetables.	
Peas, per quart	
Potatoes, per bushel,	3s
Poultry.	
Geese,	2s 6d to 3s 6d
Turkeys, each,	4s to 7s 6d
Fowls, each,	1s to 1s 8d
Chickens per pair,	
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 5s
Do (Pine)	7s to 9s
Shingles, per M	13s t. 18s
Sundries.	
Hay, per ton,	80s to 90s
Straw, per cwt	2s
Timothy Seed,	14s to 17s
Clover Seed, per lb.,	1s 6d to 1s 8d
Homespun, per yard,	4s to 6s
Calfskins, per lb.,	6d to 9d
Hides, per lb.,	4d
Wool,	1s to 1s 4d
Sheepskins,	5s to 7s.
Apples, per doz.,	
Partridges,	

GEORGE LEWIS, Market Clerk.

A. HERMANS,

GUN-SMITH,

BELL-HANGER AND TIN-SMITH.

BEGS to inform his friends, and the public generally, that he has again commenced Busines on Dorchester Street, next door to the Reading Room Building, where he is prepared to execute all orders in his line with neatness and despatch.

ON HAND,

A neat assortment of Tinware, Kitchen Utensils, &c. &c.

Including the patent BOX TON COFFEE POT, which received the Gold Medal Prize, at the Paris Exposition of 1867. Also, BON TON LANTERNS, which will surpass everything in the Market, and suitable for either Farm use or on board Vessels.

A few WATER COOLERS on hand, which together with a large variety of other Stock will be sold cheap for Cash.

Mr. HERMANS is Agent for SAWYER'S CRYSTAL BLUE, a new, economical and superior article used in washing, whereby a saving of fifty per cent is guaranteed, and for which he begs to solicit the patronage of Laundry Maids, &c.

Ch'town, July 24, 1867. e

CORNS & WARTS

Are Permanently and Effectually Cured by the use of

ROBINSON'S PATENT CORN SOLVENT.

For Sale by W. R. WATSON.

City Drug Store, Dec. 13, 1867.

RONALD McDONALD,

Commission Merchant, Auctioneer,

AND

COLLECTING AGENT.

Souris, Jan'y 2, 1868. 1y

R. REDDIN,

Attorney and Barrister at Law,

CONVAYNCER, &c.

Office,---Great-George St., Charlottetown.

(Near the Catholic Cathedral.)

August 22, 1866. tf

WM. KOUGHAN,

(Late of the Customs Department)

SHIP BROKER, &c.,

Having rented the SCALES on

Queen's Wharf,

He will attend to the weighing of COAL, OATS HAY, &c.

Charlottetown, - P. E. Island.

Co-Partnership Notice.

THE SUBSCRIBERS have this day entered into CO-PARTNERSHIP as BARRISTERS and ATTORNIES-AT-LAW, under the name, style and firm of

ALLEY & DAVIES,

Office - - - - O'Halloran's Building, Great George Street

GEORGE ALLEY,
LOUIS H. DAVIES.

Oct. 23, 1867. tf

NOTICE

IS hereby given, that a call of ONE PER CENT. on all sums insured in the Charlottetown Mutual Fire Insurance Company, between the 25th JULY, 1866, and 25th JULY, 1867, is hereby required within forty days from the date hereof, to pay LOSSES, otherwise proceedings will be taken the next da, to enforce payment from all defaulters.

Dated this 28th January, 1868.

HENRY PALMER,
Sec'y & Treasurer.

Feb. 5, 1868 isl

SHOP TO LET.

TO LET, one of the Shops in REDDIN'S NEW BUILDING, immediately adjoining the Drug Store of W. R. Watson, Esq, Lower Queen Street. For a business stand this shop is not surpassed in the city. Possession can be given about the 1st of April next. Enquire of B. D. REDDIN.

Ch'town, Feb. 26, 1868.

DR. J. HOMER,

PHYSICIAN & SURGEON,

HAS established a convenient OFFICE in the building formerly occupied by DR. SUTHERLAND, on the corner of Kent and Great George Streets, Charlottetown, where he may be consulted upon all the different branches of the Medical Profession FOR A MONTH OR TWO.

N. B. Special attention given to the most modern, and successful method of treating diseases of the

EYE and EAR,

in connection with all those of a Surgical character.

☞ Surgical appliances, with all the modern improvements, in great variety, constantly on hand.

Rooms at Miss RANKIN'S, Corner of Pownal and Sydney Streets, Charlottetown.

March 11, 1868. tf

CHARLOTTETOWN MUTUAL

Fire Insurance Company.

Board of Directors for the current year:

HON. GEORGE BEER, President.

William Brown, Esq.,	Mark Butcher, Esq.
Hon. George Coles,	Mr. Thomas Essery,
Hon. H. J. Calbeck,	John Scott, Esq.,
Bertram Moore, Esq ,	Thos. W. Dodd, Esq.,
William Dodd, Esq.	Hon. W. W. Lord,
Artemas Lord, Esq..	Wm. Heard, Esq.

Office hours from 10 a. m. to 4 p. m.

H. PALMER, Secretary.

Mutual Fire Insurance Office, Kert St., Charlottetown, 1st Feb., 1868. } p i

COTTON DUCK,

HAVING been appointed Agent for the sale of the celebrated

Russel's Mills Cotton Duck,

the Subscriber is prepared to receive orders for all the different Numbers, in quantities to suit purchasers.

I. C. HALL.

Charlottetown, May 22, 1867.

PACKET

BETWEEN

SOURIS & CHARLOTTETOWN.

THE FAST-SAILING and COMMODIOUS Schooner "A. R. McDONALD," will run between Souris & Charlottetown, calling at the intermediate ports, as soon as the navgaition permits.

DOMINICK DEAGLE, Master.

January 29, 1868. 1 y

FREEHOLD PROPERTY FOR SALE!

THE Subscriber offers to sell, by Private Contract, the following Property, namely:

A SHOP, on Queen Street, at present in the occupation of Edward Reilly, Esq., and used as a Book-store and Printing Office.

A DWELLING HOUSE, on Pownal Street, occupied by Mrs. Sallenger as a Boarding-house.

A HOUSE, on King Street, in the rear of Mrs. Sallenger's, occupied by Mr. Dunn.

A DWELLING HOUSE, on the rear of Euston Street, occupied by Mr. Fitzgeral, pensioner.

Also—the DWELLING on Queen Street, occupied by the subscriber. HUGH MONAGHAN.

Ch'town, March 4, 1868. tf

DEBATES AND PROCEEDINGS OF THE LEGISLATIVE COUNCIL.

(*Continued.*)

Hon. the PRESIDENT: There is no doubt but we want a different system, for, till we improve the system, we will not have good roads. Then, in the next place, we require means, and the great question is, how are the means to be obtained? I am rather inclined to agree with the Paragraph in the Report recommending a Loan, so that we could carry out some better system, for at present, we are spending considerable sums of money and our roads are not getting any better. His honor from Prince County (Mr. Lord) alludes to the farmers in the different municipalities in Canada making up large sums of money to assist in building railroads; but those farmers do not pay down that money, they borrow it. I am of opinion that we will have to adopt the same principle. The opening up of roads through the country, is the first thing that any Government should attend to, and those who travel over such roads have a right to pay for them. I do not think our Island stone will suit for Macadamizing roads. It is too soft and in a few years it will become like mud. I approve of the part of the Report recommending a Loan, for I do not think we could lay on a tax to improve the roads to the extent the country requires. The Report is very creditable to the gentlemen who drew it up, and they deserve the thanks of the country for it. No doubt the recommendations contained in it are very good and would be a great benefit to the country if they were carried out.

Hon Mr. LORD: I believe that 24 per cent. additional *Advalorem* duty would raise £10,000 a year, and there is no way in which we could raise the money that the people would be so well satisfied with. I would not be afraid to take that question to the hustings to-morrow. There is no doubt but we could borrow £30,000 or £40,000; but by doing so we would be placing a permanent increase of taxation upon the Colony.

Hon. Mr. ANDERSON: I agree with his honor that it would be better to raise the *Advalorem* duty than to borrow money for this service. If we were to borrow £30,000 or £40,000, the interest would have to be paid, and I think it would be better to lay on a duty, so as to raise £10,000 or £15,000 a year, as we would require it.

Hon. Mr. GORDON: I must disagree with the two last speakers, for I do not think the people are prepared to be taxed any higher. I think the taxes are high enough, and there is money enough appropriated to keep the roads in repair if properly expended. As to the Report, it has been drawn up by men of practical experience, though I am sorry that they have taken such a view, and made such recommendations as they have. I am of opinion that a Board of Works would be found entirely too cumbersome. One efficient Officer for a supervisor would be much better. It has been thought by some that the Colonial Secretary might take the general management of this service, but I think that arrangement would be very objectionable. I do not think the members of the Government should place themselves in such a position that the country might suppose that there was any partiality shown. As to importing a Stone Breaker, I believe it would cost not less than £1000, when landed here. Then we would have to keep an Engineer at a heavy expense, and for what purpose? To Macadamize a few miles of roads in the vicinity of the Towns, and where is the money to come from? I am of opinion that each mile done with imported stone in the way contemplated, would cost very near £1000. The Committee evidently felt this, for they say they "cannot recommend that an experiment of this extent should be attempted, except under the management of a skilled Superintendent, so as to ensure proper economy of labor and a judicious use of materials." I think the better way would be to have the centre of the road covered with a sufficient depth of Island stone, abundance of which is to be found in many places. We had the sum of about £500 expended under the direction of the members for Georgetown, the result being about four miles of as good road as any farmer can wish to travel upon at any time of the year. I think we have abundance of material on the Island, and if the money appropriated were judiciously expended we would soon have better roads.

Hon. Mr. DINGWELL: I am not one of those who would underate the labors of any class of men, much less the Committee who prepared this Report. I think they deserve the thanks of the whole community, for their Report has evidently been prepared with a great deal of labor and consideration; but at the same time, I do not coincide with all their views. But, though I differ from the Committee in some points, it is not because I do not desire to forward the object, that is the improvement of our highways. It is admitted by all parties that our system is bad, and, unless we make a radical change we need not expect any great results from our Legislation. Some of your honors think there would be difficulty in procuring suitable stone, but I agree with his honor from Georgetown, (Mr. MacDonald,) that we have abundance of stone on the Island. There is hard stone on the south side of the Island which is used for mill-stones for shelling oats, and it would suit very well for roads, for, though it is very hard, yet it is easily broken. If we had a Stone Breaker I have no doubt but we could get stone. We could either get it on the Island or import it, but the difficulty is to raise the money to get the stone applied. Before we can expect any great improvement in the roads, there must be a heavy expenditure, and no doubt, the people in the vicinity of the Towns will receive the greatest benefit from it; but if I have the honor of a seat here I will not give way to those little selfish views, and I have no doubt but justice will be done to all parts of the country. If the members for this part of the Island choose to expend large sums in the Macadamization of roads, it would be only reasonable to give us, in distant parts of the country, a fair amount to expend for those parts in which we feel a special interest. I am not afraid but justice will be done in that way. It would be better, in my opinion, not to put off the importation of a machine for breaking stone till next year, though I do not expect the country could derive any great benefit from it during this season. I know the roads were very bad last fall. In some places, if two carriages met they could scarcely pass. That is a state of things which should not exist, and I hope the united wisdom of the Legislature will find means, and devise ways, to improve our means of communication.

The House was then resumed, and progress reported.

Adjourned till eleven o'clock on Saturday next.

SATURDAY, April 11.

On motion of the Hon. Mr. Beer, a bill to incorporate societies for the sale and distribution of seed grain on credit, was read a third time and passed.

IMPROVEMENT OF HIGHWAYS.

The House in committee, resumed the consideration of the 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—Hon. Mr. Beer in the chair.

Hon. Mr. BALDERSTON: I think the committee who prepared the report deserve a great deal of credit. It shows that they have had a very considerable amount of labor, and it contains a great deal of information which will be of great service to the country; but as there is not to be any definite action taken upon it this year, it is not a matter for legislation at present. It would be quite impracticable to carry out all the recommendations in the report for a year or two. We should confine ourselves to making the greatest improvement we can at the least possible expense. The report contemplates procuring a loan for the improvement of our highways, and I do not see any great objection to that course, though I am not in favour of burdening the colony with debt. But if our roads cannot be made efficient without contracting a loan, then I see no other course for us, and it will be for those who will come after us, and who will enjoy the benefit of good roads, to bear a part of the expense of their construction I do not think they will find fault with us for having borrowed money for that purpose. At the same time it might be just as advantageous to raise the advalorem duty, for if we contract a large loan, perhaps it would not be judiciously expended in one year. No doubt some course will have to be taken to improve our roads, and it appears to me that the only efficient way is to macadamize them with hard stone. To collect and apply those soft Island stone, would perhaps be almost as expensive as to import hard stone. There are many soft places in the roads through the country, which the committe recommend to have laid with brush, but I think it would be better to use the country stone in those places. The brush works up with the frost and the road is then worse than if none had been applied. When we consider the inconvenience to which people, and farmers especially, are subjected by the state of our roads, I do not think there would be any great fault found with contracting a loan, particularly as the money would be equally applied, for all classes would receive the benefit of it. Surely a man would not complain of a little additional taxation if he would thereby be enabled to do three days work in two. I am of opinion that the statute labor should be done in the spring of the year. Perhaps it would be some disadvantage to farmers, but a great many of them could spend a day upon the roads about the first of May, and one day at that time would be equal to three or four in July. The money appropriated by the Government should also be expended early in May. Many poor people require seed, which would cause greater competition, and more work would be done. In the summer the better class of farmers, many of whom have not much to do, compete for the work and get the money, but in the spring they would have something else to attend to, and the poorer people would have a better chance. However, as there is no action to be taken upon the report this year, I suppose there is not much use in discussing its merits any further, and any remarks we make will just be taken for what they are worth.

Hon. Mr. HAYTHORNE: I could almost wish that this discussion had been brought to a close last evening, when the remarks made were fresh upon our minds, but as some time has intervened, perhaps we will now speak with greater deliberation. The Committee have very little cause to complain as to the criticism of their Report, but still, some remarks which have been made, require a little explanation, and perhaps something more. The remarks of his honor from the city, (Mr. Palmer,) have reference chiefly to the Macadimazation of roads a considerable distance from town, or from a Port where the stone is landed, and, of course, in that case, the outlay would be greater; for every one knows that the cost of transporting the stone would enter largely into the expense of Macadamizing our roads. But the Committee did not contemplate that such extensive transactions should take place at the commencement. We only recommend Macadamizing the roads near town, and other places where traffic concentrates There are very few situations where it would be necessary to draw the imported stone any great distance from the port where it can be landed. I would say, let us first pay attention to those places where improvement is most required, and how inland situations would be improved, would be an after consideration. I am of opinion that such an outlay as the report recommends, would be highly remunerative, for, as our roads are now, we have often to spend two days in doing what might be done in one, and we all know the difficulty of procuring labor here. The practice of throwing earth over coarsely broken stone is bad, and should not be allowed. A piece of road leading to St. Peter's, has been rendered almost useless by that principle. His honor from the first district of Prince County (Mr. Lord) spoke of money as if that was all that was required, but while I admit that it is essential, I deny that it is all that is required, for skill is also necessary. On the piece of road referred to, there was a great amount of labor bestowed, and abundance of Island stone used, but it was applied in the most unskilful manner. As his honor said, the road was rounded up so that there was only just room for one carriage upon it. The public have very little satisfaction for that outlay, and that shows how necessary it is to employ skill as well as money and material. I said before that I attached great importance to the employment of a Civil Engineer, and I regret that the finances of the Colony are not such as to warrant us in engaging one. I have taken some pains to ascertain what the amount of such a person's salary would be, and I find that one cannot be permanently engaged at less than £250 a year, together with other incidental expenses, and we did not consider ourselves in a position to recommend such an expenditure. We, therefore, felt that it would be necessary to fall back upon such native talent as we may possess, and it is quite possible that our Educational institutions may develope such talent as we require. His honor also recommends an increase of the *Advalorem* duty as preferable to borrowing money, but I must say I would have great reluctance in complying with that suggestion, and I am surprised that it should have been made by a gentleman engaged in mercantile pursuits. No matter what amount of *Advalorem* duty is put on, it would be very difficult to get it reduced afterwards, and that is one reason why we should refrain from increasing it as long as possible. If a loan were to be contracted in the London Market, for the purpose of purchasing the interests of the proprietors in the various Township Lands, it would be a question whether it would not be advisable to borrow something more than would be required for that object, and apply it to the improvement of the highways; but I would regret to see the credit of the Colony interfered with, by embarking in a number of small transactions. Therefore, I think it is better for us to abstain from contracting a number of small debts, lest we should lose an opportunity of purchasing out the rights of the proprietors. I would rather wait for some necessary improvement upon our roads. One of your honors alluded to the difficulty of procuring labor, and I may say the Committee were quite sensible of that, and therefore, recommended the importation of a Stone Breaker. It occurred to me that to make a large outlay and abstract the necessary labor from productive employment, would be attended with great disadvantage to the Colony, but if we imported a machine it would be equivalant to importing a number of additional hands, for we see it stated that one of those machines will break as much stone as six experienced men with hammers. Farmers understand very well the saving of labor that is effected by the use of machinery, and hence, they often pledge their private credit for the purchase of threshing and mowing machines. Every one knows the vast saving of labor that is effected by the use of threshing machines as compared with swinging the flail, and to have the labor upon our roads supplemented by a Stone Breaker would, doubtless, be an equal advantage. I do not think the improvement of our roads is so hopeless, nor do I think the Island is so very destitute of material for making roads as some imagine, for stone of a tolerable quality can be found here, but the common field stone is too soft for places where there is much traffic. To use the Island stone near this Town would be just as expensive as to import stone Then, his honor from the First District of Queen's County, (Mr. Balderston) said, if I understood him aright, that more labor would be obtained for the money appropriated for the roads, if it were expended earlier in the spring—that there would be greater competition for it on account of so many farmers being in want of seed grain—but, however just that observation is, I think it is a very exceptionable state of things and should not exist in a thriving Colony. I would be sorry that any independent farmers should be under the necessity of working on the roads for a little money to purchase seed grain. It indicates a state of poverty which I hope will not continue in this Island. Then, his honor spoke rather in favor of borrowing money, and it is certain that no great improvement can be effected for a considerable time without adopting that course. That has been done in almost all other countries, particularly in England, where the people gain immensely by having good turnpike roads. I conceive that a good hard road running past my farm would add several hundred pounds to its value, and I would not object to a little increased taxation to pay the interest of the money which would be required for the attainment of that object. No doubt we are placed at a great disadvantage by having our best resources forestalled by absentee proprietors. This difficulty meets us everywhere. I have held a leasehold property myself and I have paid not less than £500 for converting it into freehold. Now, if the lands of this Island had been the birthright of the Colonists, that sum, placed at interest, would produce a fund sufficient to provide me with all the public improvements with respect to roads that I require. Carry the same principle to the country at large, and it can be easily shown, that the amount abstracted from the Island would be amply sufficient to furnish us with all the necessray roads and many other public improvements which we require. The observation of his honor (Mr. Balderston,) with respect to Statute Labor is fully met by the Report of the Committee, for it recommends the same course, and if your honors will examine that Report carefully, you will find that many of the observations which have been made are more fully met than you are aware of. I regret that the Appendix to the Report is not yet printed, for it contains useful information, and would show what some of our recommendations were partly founded upon. We had Mr. Williams, the Charlottetown Commissioner, before us, and Mr. Doirant, a gentleman who has had considerable experience as Road Commissioner for the First District of Queen's County. Several other witnesses were examined who also gave us useful information. One gentleman who had served for a number of years as Overseer on the St. Peter's Road said, he owned a farm consisting of 130 acres, and he considered that it would be worth £2 a year to him to have a good road past it, and I am sure it would be quite easy to get a number of witnesses to make similar statements.

Hon. Mr. LORD: I would like to know whether his honor intends to submit a resolution or not. As to raising money by a loan, I am of the same opinion as I was before, that it would be better to raise the advalorem duty. No doubt the report contains a great deal of useful information, but perhaps it will all end in smoke, for we cannot make roads without money. Some of the suggestions it contains I approve of and others I do not. What do we want of an engineer to macadamize roads? It is a very simple process and we can do it as well here as they can in England. Mr. Doriant, I observe, in his communication to the committee speaks of making roads by putting timber on end. What an idea! It might be done in London, but it would cost perhaps £2000 per mile to make a road in that way here. Some disapprove of covering the stone with earth, but I do not know how we are to travel upon rough stone if they are not covered. However, I do not know that it is worth while to discuss this matter any further. I think the committee began at the wrong end. They have been merely building castles in the air. They recommend the importation of a stone-crusher, but there is none ordered this year. There is a paltry sum of £300 voted for Charlottetown, and, I believe, £150 each for Georgetown and Summerside. That is a very small amount for macadamizing roads, and I suppose it will just be expended in the usual way.

Hon. Mr. HAYTHORNE: With regard to the remark made by Mr. Doirant in

(*Continued on fourth page.*)