The Herald.

Wednesday, February 15, 1871.

If the unanimity of public meetings be any index of general opinion, few great proposals have ever been received with more popular favor among us than the construction of a Railway. It is worthy of remark that this unanimity is not that of a party, but of the population. Men of every political opinion gave in their adhesion to the scheme, clergymen of all denominations gave it their support. The project carried with it its own recommendation. Its utility was conceded, the advantages it would secure to the country were manifest, and the only point calling for investigation and discussion was its worth as a mercantile speculation—will it pay? Some time ago we published a report prepared by an experienced engineer, Mr. Boyd, setting forth the cost of construction and working. The figures then adduced have not yet been shown to be incorrect. They, on the contrary, clearly showed that the undertaking, so far from being beyond the recources of the Colony, was clearly within them. As a mercantile speculation, it was proved to be sound. The Premier, in a recent speech, is reported to have summarised the income and expenditure thus:—"One hundred miles of railway would cost £500,000. The interest upon this sum would be £30,000 annually. A duty of 2½ per cent. would realize the one-half and the Railway itself would realize the other, over and above working expenses." Mr. Pope further pointed out the means of gradually paying off the capital by the formation of a sinking fund. The surplus revenue and the savings on mail services and other items, would, if funded, redeem the debentures in thirty years. There are in this statement only two points which need proof. The first is the assertion that half the interest on the capital would be realized from the Railway, over and above paying its working expenses. Mr. Boyd, in his report, set down the earnings of the Road in the first year at £30,000. Mr. Howlan shows Mr. Boyd's estimate to be even under the returns to be expected. He argues thus:—"In the past year, the produce exported amounted to 47,517 tons. Allowing, of this, only 16,000 tons to be conveyed along the line, cattle, lumber and lime would make up as much again, giving in all 32,000 tons, and this, at ten shillings per ton, would give an income of £16,000. The passenger traffic might be set down at the low figure of 100,000, and this, at an average of three shillings per head, would yield £15,000. The total estimated returns for goods and passenger traffic would then be £31,000." Mr. Boyd, in his report, says the working expenses would be annually £15,000. This, deducted from the total income, would leave a clear profit of £16,000 to keep in paying the interest on the capital; the 2½ per cent. duty would furnish the balance.

The second point requiring explanation is, how is the repayment of the capital to be accomplished. We again quote Mr. Howlan's figures: "The increase of revenue for the past year in the Colony, has been £5,000. Place this, he says, in a sinking fund, and in thirty years it will have reached the amount of £500,000, the sum originally expended in constructing the Railway." These statements appear most lucid and conclusive. They are not overstretched,—on the contrary, they leave no margin for increased traffic. Railways beget traffic, and with convenience of transport arises the natural desire to make use of it. This is more especially true of the passenger traffic. Men who can come to a town of a morning, transact their business, and be back in their own homes on the same day, are not likely to be content with one or two visits in the year. They will come oftener. Neither will people defer taking a journey until urgent necessity compels them. Comparatively trivial causes will induce men to travel, when it can be done expeditiously and commodiously. This has been found to be the rule in other parts of the world; and we are greatly mistaken if it will not turn out to be the same among us. We say nothing of the resort which the Island, with its beautiful summer and sea-bathing facilities, will become for tourists. This is indeed a consideration which might be expatiated on largely, for a great amount of money is sure to come into the Island from this source alone. Good hotels will spring up at the favorite watering places; and there is little fear but what they will be actively engaged during the season. Nature has done her part faithfully and well to make Prince Edward Island a delightful vacation sojourn for the weary man of business. Let man do his by turning the amenities of the country to the best advantage, and the result will be certain.

There is one objection urged against a Railway, which has not even the merit of a good appearance. The line, it is asserted, can only run in a given direction, and howsoever that direction may lie, it will be nearer to one settlement and township than another, and may benefit them, but will be of no use whatever to the settlements and townships at a distance. Will they who use this objection reason from analogy, and tell us that the inhabitants of Cornwall are nothing benefitted by the traffic of the Mersey and the Thames; or that the people of Caithness derive no good from the Great Northern or Central Line? The fact is, that when Scotland could only boast of one Railway—that between Edinburgh and Glasgow—the fishermen of Wick felt its good results. A Railway, like a river, spreads its benefits far beyond the tract through which it runs; and the man who inform the people that no one living out of hearing of the engine whistle will derive good from the Railway, are preaching false doctrines. They only show their narrow-mindedness and their inexperience of a world beyond the limits of their own birthplace. Men of every political shade are at one on this question of a Railway. Some honestly oppose it, we believe, but others of the opponents are factious obstructionists, disappointed place-men and the like, whose ambition is to be prominent, and whether that be acquired by fame or notoriety, matters little to these individuals, so long as they can place themselves in the public eye.

PUBLIC MEETINGS.

The County Railway Meeting, called together in the Market Hall, on Wednesday evening last, was well attended—the Hall being filled with a concourse as large as it could comfortably hold. Sheriff McGill presided, and discharged the duties of Chairman impartially and efficiently. The speakers comprised some of our most prominent politicians, business and professional men, and agriculturists. The Hons. Messrs. Haythorne, Pope, Haviland, D. Davies, F. Brecken, and B. Davies; Owen Connolly, L. H. Davies, and William Murphy, Esqrs., and Messrs. Donald Ferguson and R. Stewart, (Lot 48) spoke. The speeches were practical and earnest. The Railroad scheme was supported by all the speakers; but the Hons. Messrs. Haythorne and B. Davies, and L. H. Davies, Esq., considered, without exactly showing how it was going to be done, that the final settlement of the Land Question should precede the building of the Railroad. The first Resolution, which was unanimously carried, was proposed by the Hon. R. P. Haythorne, and seconded by Owen Connolly, Esq. It is as follows:—

Whereas, The agricultural products of Prince Edward Island, her foreign and domestic trade, her fisheries, her population, her public revenue, as well as the general wealth of her people, have, by the blessing of Divine Providence, largely increased of late years; and whereas it has become absolutely necessary that the means of transport between all parts of the Island should be facilitated, and as far as possible rendered certain at all seasons:

Therefore, Resolved, That the prosperity of all classes in this Island, and the value of property, would be greatly advanced by the construction of a Trunk-line of Railway, connecting Alberton, Summerside, Charlottetown and Georgetown, with each other.

The next Resolution was moved by Donald Ferguson, Esq., St. Peter's Road, seconded by William Matheson, Esq., Brackley Point, and agreed to with scarcely a dissentient voice:—

Resolved, That this meeting is of opinion that the offer which the Government is understood to have received, comprising the building of a substantial Trunk line of Railway, 3 feet 6 inches guage, the erection of a sufficient number of Stations, and an adequate supply of Rolling Stock of the best modern construction, for a sum not exceeding £5,000 currency, per mile, is based on a sound principle, and not open to the objections which sometimes attend the issue of Railway contracts, by Colonial Governments, and that the said offer is therefore worthy of attentive consideration by the Executive and by the Legislature.

The Hon. B. Davies moved, and Mr. Robert Stewart, of Lot 48, seconded the following Resolution:—

Whereas, the project of building a Railroad through the Island was not mooted at the late general Election; and whereas the construction of such a work will add largely to the debt of the Colony, and materially increase the public taxes: *Therefore, Resolved*, That the Legislature would not be justified in taking any action that would commit the Colony to the building of the road until the whole scheme is first submitted to and approved of by the people at the polls.

This was rejected by a large majority, when the following was moved by Louis H. Davies, Esq., and seconded by the Hon. R. P. Haythorne:—

Resolved, That this meeting considers that the Leasehold-tenure which still prevails over a large area of this Island, and the possession, by individuals, of large tracts of unoccupied lands, through or near which the proposed Railway must pass, will tend to retard that complete development of the resources of the Colony, which the opening of a Railway communication is intended to accomplish, and which might be expected if the tenure of the occupied lands were freehold, and if the wilderness were held by the Government in trust for the people. It is therefore more than ever desirable that the Estate remaining in the hands of proprietors should be purchased by the Government, at their just value, and if possible by voluntary agreement, before the commencement of the proposed Railway.

A division being called for, it was estimated that more than two-thirds of those present voted in the negative,—the Chairman therefore declared the motion lost.

J. B. Cooper, Esq., having been called to the Chair, the Hon. James C. Pope moved, and the Hon. R. P. Haythorne seconded a vote of thanks to the High Sheriff for his able conduct in the Chair. This motion was carried unanimously.

We condense this report from the *Islander*, because we can vouch for its accuracy, and because it is sufficiently full and explicit to show what a goodly number of the most intelligent residents of Queen's County think of a Railroad for this Island.

A public central Meeting of the electors of the Second District of King's County was held at the Head of St. Peter's Bay, on Friday afternoon last. The meeting was not as large as it might have been, had a longer notice of its convention been given; but it was, at the same time, highly intelligent and respectable, and embraced many of the leading men of the District. Hilary McIsaac, Esq., the Collector for the Port of St. Peter's, was called to the Chair. Messrs. Hooper and Reilly addressed the meeting, explaining to the electors the composition of the Government, and how it came to be brought about. They also referred to the Railway question. While expressing themselves willing to support the Government and its Railway policy, upon certain conditions, they, at the same time, desired the express sanction of their supporters to do so. this elicited a *carte blanche* from the electors, for their members either to support or oppose the Government, as their own judgment and discretion dictated—support it if it originated good measures, and oppose it if it brought forward pernicious ones. With reference to the Railroad, the opinions of the people of St. Peter's are embodied in the Resolution upon that subject which appears below. Upon local subjects, also, having reference to the improvement of the District, Resolutions were submitted and carried for the consideration of the Government, with the earnest hope that they would be provided for at the approaching Session of the Legislature. P. J. Ryan, Esq., Messrs. Sullivan, McInnis, Bulger, and other gentlemen, having expressed their opinions briefly and to the point, the following Resolution was proposed by P. J. Ryan, Esq., and seconded by Martin McInnis, Esq.:—

Resolved, That it is the opinion of this Meeting that, as we are entirely excluded from any steam communication on this Northern part of the Island, and as the proposed line of Railway is to extend from Summerside to Georgetown, we feel it our duty to oppose it, unless it will touch at St. Peter's Bay and extend to Souris West, and that at a cost not exceeding £5000 per mile, and that the Members of this District would be instructed to use their influence to carry out the Railway scheme so passed in this resolution.

This Resolution having been carried unanimously, the following was proposed by Mr. Simon Bulger, and seconded by Mr David Larkin, with a like result:—

Resolved, That it is the wishes of this Meeting that the Government would grant a sum sufficient to enable a Sailing Packet to ply as regularly as possible from St. Peter's Bay to Charlottetown, during the summer season.

The next Resolution was submitted by David Lewis, Esq., and supported by Mr. Neil McKenzie:—

Resolved, That it is the opinion of this Meeting that a grant of money, as has been usually appropriated towards the Breakwater at Saint Peter's Harbor, be also provided this year.

This Resolution was also carried unanimously. The Members were then instructed to apply for a sufficient sum of money to put the Cardigan Road between the Bay and Cardigan Bridge in good repair, when the meeting adjourned.

LITERATURE.

Blackwood's Magazine for January.—The first instalment of a new serial, entitled, "Fair to See," is given in this number. If any of our readers have ever made the voyage from Glasgow to Oban, by the far-famed steamer *Jona*, they will find their agreeable impressions most pleasingly revived by the perusal of these opening chapters. The tale promises well; the characters are numerous and diversified, and the author appears no novice in the art of handling his materials. Sir Henry Lytton Bulwer's life of Lord Palmerston receives a more kindly notice than we could have ventured to anticipate. The second part of the narrative of the Red River Expedition exhibits the great difficulties which the troops had to encounter on their march. The writer has a wondrous sharp glance for the detection of the shortcomings of Canadian officials. He says:—"During the progress of the Expedition, we had many opportunities of observing from behind the scenes, how Government affairs are managed in Canada, where every day the corrupt practices common in Washington are being more and more adopted. The gentleman who represented the Public Works Department with us, was a most hard-working man, who never spared himself in any way. Alas! for his sake, for the good of the service, and for the progress of the Expedition, those under him, with one or two exceptions, were the most helplessly useless men that it is possible to imagine." Instead of being permitted to choose his own assistants, he had all sorts of hangers-on about the ministers forced upon him. Some were broken-down drunkards, who, it was thought, by their friends, might be reclaimed if they could only be sent on an errand into a country where no whiskey was to be had. All more or less belonged to the class known in America as "loafers"—men who lived no one knew how, spending nearly all their time in bars, "liquoring up" and smoking. One young gentleman had been attached to the Expedition for no better reason than that he had a brother in Manitobah, whom he was desirous of seeing without incurring any personal expense. The "two systems" explains the Prussian Military organization, and the writer expresses a hope that it will not be adopted in its entirety in Britain. The late George Moir receives a kindly notice from the sympathetic pen of an old friend. Some contemporaries have taken it for granted that Moir is the same with the famous poet, known to the readers of Blackwood, as "Delta." This is not the case. "Delta" was a Doctor of medicines. Geo. Moir, the subject of the present memoir, was an advocate at the Scottish Bar.

The *Patriot* reports that the people of Crapaud and New London are opposed to a railway. If that is the case, Mr. Laird is well qualified to represent them in Parliament. Prince County, however, is almost unanimously in favor of the project. So is Charlottetown and other portions of Queen's County. The people of Georgetown, of St. Peter's Bay and other portions of King's County are unmistakeably in favor of railroad accommodations being extended to them. Indeed, the interest taken in the subject by all classes of the people, is deeper and wider-spread than the *Patriot* imagines, and any Government that wishes to retain the confidence of the people, must, sooner or later, take up the question and deal with it practically.

A very successful Musical and Literary Entertainment was given by the pupils of the Tignish Convent in their splendid Hall, on the night of 8th inst. Unless one were an eye-witness it would be very difficult to realize the rapid intellectual march made by the French children, who, a few years ago, could not speak a word of English. Too much praise cannot be given to the good ladies who conduct the establishment, and lasting must be the gratitude of that portion of Prince County to their venerable Bishop for his untiring efforts in the cause of education, and who on the above evening was a witness of the fruit of his zeal. The evening's entertainment concluded with a few well-timed remarks by their zealous pastor, the Rev. D. M. McDonald, when all parted well satisfied. The proceeds of the evening amounted to about £25.

The *Broad-Axe* is the name of a little local paper which made its first appearance about a fortnight ago. Its anonymous publishers and editors are full of promises, as they can well afford to be. If they fail in reforming the community, they cannot be brought to task; if they succeed, they are equally unknown to praise and fame. We have not much confidence in these anonymous publications. They seldom do good, and often do much harm. We hope the managers of the *Broad-Axe* will never have reason to discover that they have been playing with edged tools.

A committee from the City Council waited upon the Executive, on Wednesday last, at two o'clock, to urge the justice and propriety of giving the Corporation at least £4000 a year from the general revenue for civic improvements. The Government promised to give the proposition due consideration. The claim of the city is not unreasonable, considering the amount it contributes to the general revenue.

OBITUARIES.

We take the following obituary notice from the **New York** *Tablet*:—

Died, in the Convent of the Congregation of Our Lady, in Montreal, on Sunday, the 8th Jan., Sister St. Scholastica, one of the most accomplished, and also most edifying members of that admirable Community. Endowed with talents of a very high order, she excelled particularly in music and painting. Her fine full length portrait of the present Bishop of Montreal will hand her name down in the Community; it is now one of the chief and most valued ornaments of Villa Maria. Had this gifted young Religious lived to prosecute her wondrous talent, she might have left behind her many a noble work of Christian art. She was also one of the best teachers of music in the Congregation of Our Lady. Yet singularly gifted as she was, her humility and childlike simplicity were still more admirable than her fine talents. It was impossible to look upon her fair sweet face, so intellectual and refined, and yet so meek, without feeling that the spirit of God dwelt in that young soul.

The mortal remains of this lovely and accomplished young Religious were laid amongst the departed Sisters of the Congregation, in the vaults beneath their beautiful Church of Our Lady of Pity, adjoining the Community-house in Montreal, on Tuesday, the 10th Jan. *Requiescat in pace.*

Many of our readers will remember the deceased as the Teacher of music and painting in the Convent of Notre Dame, Charlottetown. There are, if we mistake not, some specimens of her art talent adorning the reception room of the Convent—two portraits, one of our present Bishop, and another of the foundress of the Order, besides some charming bits of landscape on the Ottawa. Those who knew her, when she dwelt amongst us here, will bear testimony to the correctness of what the *Tablet* says regarding her, and the paintings still to be seen in the Convent, attest that her talent in fine arts has not been exaggerated by the writer.

Obituary.—Died at Little Harbor, on the 31st ultimo, after a short and painful illness of 28 hours, which he bore with Christian resignation to the Divine Will, John McMahon, aged 34 years.

On the evening of the 30th ult., the deceased, who was returning in perfect health from the woods with a load of fire wood, in company with his brother—both sitting on the sleigh within a few yards of his own door—when the end of a stick falling off the sleigh getting caught, the other end swung up, striking him a severe blow across the breast, which knocked him off the sleigh—He got up and walked into the house. Medical and surgical aid were obtained as soon as possible, but to no purpose. Life could not be saved. On the 2d inst., the deceased was conveyed to a place of burial by a large funeral. A solemn High Mass was offered for his spiritual welfare by the Rev. D. F. McDonald, P. P., of Souris. He leaves a sorrowful mother, four sisters and one brother to mourn the loss of an affectionate son and a kind brother. He is much lamented by all who had the pleasure of his acquaintance, for his integrity, sobriety and industry. We trust that God, in his mercy, will comfort the bereaved family, and, in His own good time, dry the mourners' tears. *Requiescat in pace.*—*Com.*

We have to compliment our friend, Mr. Croskill, of the Halifax *Reporter*, on his energy and business-tact in journalism. Recently, he has had erected on Hollis Street, a first class Printing Establishment, with all the modern improvements, and we may fairly conclude that what he has accomplished in the past as a *live* newspaper man and general printer, will, with his greater facilities, be improved upon in the future. We hope he may long live to enjoy his new Printing House.

The Board of Education are making a spasmodic effort to have the City Schools graded. Their statistics, as contained in a report published by our city contemporaries, are somewhat stale, and should be furbished up to be of practical value. It is rather an imposition upon the public to have a report a year old published as an authentic record of the present condition of the City Schools. Wake up, gentlemen, and give us something new.

Accident.—On Saturday, the 5th inst., Edward Hackett, of Tignish, Lot 1, whilst walking through his yard with a heavy log on his shoulder, slipped, and coming heavily to the ground, his head was struck by the log he bore on his shoulder, bruising his skull fearfully. Faint hopes are entertained for his recovery.

We would call the attention of the members of the First District of Prince County to the necessity of establishing a Post Office in Norway, Lot 1. The inhabitants of this flourishing district complain, and justly too, of the distance they have to travel for their letters and papers.

The Hon. George W. Howlan has kindly conseated to act as our agent for the Western portion of Prince County. All parties indebted to us, or those wishing to subscribe to the Herald, will be attended to either by Mr. Howlan, at Cascumpec, or Mr. Richard Carroll, Tignish.

Mr. Martin Phee, of Norway, Lot 1, will receive our thanks for his kindness to our agent. Parties in that distant part of Lot 1, can transact their business in connection with the Herald with Mr. Phee, who is authorized to give receipts and take subscriptions in our name.

Dr. Gaffney and the Members of the Choir of St. Dunstan's Cathedral, treated a number of their friends to a Quadrille Party, on Wednesday night last. Dancing was kept up until three o'clock in the morning, when the party separated, very well pleased with the night's enjoyment.

An account of the Great Railway Meeting held at Tignish, has just reached us as we are going to press. The resolutions in favor of a Railway were carried unanimously. We will publish the report in our next.

☞ The House of Assembly will be opened by Lieut. Governor Robinson, this afternoon, at 3 o'clock.

BOARD OF EDUCATION.

Board of Education,
Ch'town, Jan. 26, 1871.

At the regular monthly meeting of the Board, held this day, it was

Ordered, That the report of the Committee of this Board, on the state of the City Schools, which was read and adopted by the Board on the 28th of February, 1870, and ordered to be transmitted to the Government, be published once, in certain of the city newspapers.

Ordered, further, that the report of the former Board of Education, on the same subject, be inserted in the same papers.

John McNeill,
Sec'y Board Education.

To the Board of Education:

Gentlemen,—We, the undersigned, having been appointed by you a committee to examine and report upon the state and condition of the District Schools in the city of Charlottetown, in order to ascertain the practicability of introducing the grading system, and to recommend improvement consequent thereon, do report as follows:—

That we lately personally inspected the ten District Schools in Charlottetown, the Teachers of which receive Government pay, under the Education Act of 31st Vic., cap. 6, viz: No. 1, Rochfort District School, kept in Scott's Hall, Teacher, Mr. McKenzie; No. 2, Desbrisay's Lane School, kept in Desbrisay's Building, Teacher, Miss McKenna; No. 3, Spring Park School, Teacher, Mr. Carrol; No. 4, Union Hall School, Teacher, Miss Dixon; No. 5, Trowan's Hall School, Teacher, Miss Scantlebury; No. 6, Trowan's Hall, up stairs, Teacher, Miss Lawson; No. 7, Hillsborough School, Teacher, Mr. Higgins; No. 8, Kensington School, Teacher, Mr. McKenna.; No. 9, the Athenæum School, Teachers, Messrs. Douglass and Oxenham; and No. 10, Pownal District School, held in the old Roman Catholic Chapel, in two spacious and well ventilated rooms, where three teachers are employed. In one room, taught by Messrs. Roche and Smythe, there are 92 pupils on the Register, and, in the other room, taught by Miss McDonald, there are 32 pupils on the Register. For this school, no rent is charged or paid. The small fee of eighteen-pence, per quarter, is charged each pupil.

That the total sum of rent paid for the first mentioned nine schools, amounts to one hundred and sixty-nine pounds; and the total number of scholars on the Register of these nine schools, appears 407. The total number present on the day of our visit, was 336, as follows:—

SCHOOLS	ANNUAL RENT £	s.	d.	SCHOLARS ON REGISTER	SCHOLARS PRESENT
No. 1	40	0	0	35	30
2	15	0	0	21	18
3	14	0	0	37	43
4	20	0	0	35	25
5	15	0	0	34	29
6	18	0	0	49	35
7	12	0	0	78	63
8	10	0	0	44	33
9	25	0	0	73	60
Total	£169	0	0	407	336

That the average number of scholars to each school, is thus over 45; and the average rent of each school is about £18 15s. 6d.

That the fees charged the pupils are about three shillings each per quarter, the whole amounting to about £240 annually; but it appears these fees are not always punctually paid or exacted.

It is quite perceptible that none of the rooms in which these schools are held, are by any means suitable. In most of them the ceiling is very low, and the ventilation quite insufficient.

Several of the rooms are up stairs, and access to one of them is by climbing two pairs of stairs; the stairs in all cases being very inferior, and, in some cases, unsafe. That, generally, there are no halls or rooms attached to the school rooms in which the caps and clothing of the pupils can be deposited.

The furniture in most of the rooms is very deficient, and what there is of it is of a very inferior description; and the water-closets, where there are any attached to the schools, are most disgraceful; one of them (the Athenæum school room) having no water-closet at all.

In this school, two teachers endeavor to prosecute their duties in one comparatively small room. In all of these schools, the pupils are of mixed ages; the course of instruction being from the first rudiments up to the higher branches, so that however industrious and efficient the teacher may be, it is manifest that where his time is occupied in teaching the smaller children, he cannot give that attention to the higher branches, which is absolutely necessary, and so vice versa.

As a remedy for some of the evils here brought to the notice of the Board, your committee beg leave to recommend that an application be made by the Board of Education to the Legislature of this Island, through the Government thereof, for the grant of a sufficient sum of money to procure sites for, and to erect, say four suitable buildings, to contain at least two separate apartments suitably furnished; and that in each of these, the system of grading the pupils, which now prevails in the United States and neighboring Colonies, be adopted; and which consists in the formation of higher and lower classes in each building, in separate rooms; the most proficient and deserving pupils of the lower classes being from time to time, on periodical examinations, promoted to the higher classes; this system having been found to work very advantageously wherever it has been adopted.

Your committee are led to believe that these four buildings, including sites, would not cost much, if anything, over £400 each, and that they would readily yield a rent of forty pounds yearly, each, making a gross rental of £160, equal to 10 per cent. on the capital sum of £1600—a sum sufficient to cover interest, premium of Insurance, repairs, &c., so that if the Government were authorized to issue debentures for the principal sum required, bearing interest at six per cent, and in return receiving the above annual rent, this suggestion being carried out, a marked improvement would, in the opinion of your committee, be made in the educational system in Charlottetown, and without any loss to the general revenue, while better opportunities would thus be afforded the teachers of training the pupils to habits of cleanliness, obedience, order and discipline,—qualities very necessary in the education of youth—but which your committee regret to observe (so far as they had an opportunity of observing) most of the pupils of the schools that they examined were lamentably deficient in. It will be remembered that the attention of the Board of Education was directed to the bad state of the city schools, by the School Visitor for Queen's County, in his last report.

Your committee would also recommend that the four schools above referred to, if established, and also all schools receiving Government pay in the city of Charlottetown, be placed under the sole control of the Board of Education, and not under Trustees.

Your committee would also suggest that the teacher of the school at Southport Ferry, near Charlottetown, where there are seventy pupils on the Register, and the whole school in a very efficient state, be allowed the same salary as the teachers of schools in Charlottetown and Royalty are allowed, under the Education Act.

All which is respectfully submitted by

Charles Palmer,
Edward Roche,
(Signed) Isaac Murray, per prox. C.P.
George Beer.

Ch'town, Feb. 28, 1870.

Ch'town, April 9, 1862.

At a special meeting of the Board of Education, held this day, the report of the Visitor of Schools for the past year was submitted, which, having been read, the following suggestions offered in the report, were entertained by the Board, and ordered to be submitted for the consideration of the Legislature:—

1st. The necessity of having the city schools graded.

2d. The propriety of raising the Normal School to the condition of a High School, in addition to its own peculiar functions.

With reference to the first head, the Board approve of the principle; and as the change proposed would increase the efficiency without adding to the number of schools, it was accordingly recommended that three of the city schools taught by females, be classed as *Primary*, in which both sexes, up to a certain age or standard of attainment, shall be taught; and that three other schools taught by males, be classed as *Intermediate*, in which both sexes of an age, beyond that limited to the Primary schools, shall receive instruction; the teachers of the Intermediate schools should be able to teach the rudiments of Latin and Greek, Mathematics, Book-keeping and History.

To secure suitable premises for the carrying out of this arrangement, the Board depute three of their number—the Rev. D. FitzGerald, H. Daniel and G. Sutherland, to wait upon the Government and City Council, to obtain their approval and solicit their co-operation.

The Board further approve of the Normal School having associated with it a high department, rendering it a training establishment for the Prince of Wales College, and recommend that a suitable apartment for this purpose be provided, and a qualified teacher procured. It is submitted that the same principle be extended to the country, and by the union of several Districts, High or Grammar Schools, in which the Classics would be taught, would spring up in different sections of each County.

* * *

Certified John McNeill,
Sec'y Board Education.

News Items.

LOCAL.

Pro-railway feeling runs high in Summerside just now.

The Soiree at the Convent was a grand success. The Catholic ladies of Charlottetown know how to cater to the public taste.

St. Valentine's Day imposed a large amount of additional labor upon postmasters this year. The age of sentimentality is not past.

Any of our subscribers who desire their papers changed from any of the old Post Offices to the new ones recently established in the country, would do well to inform us without delay.

Through an oversight, which we very much regret, the name of Miss Newberry was omitted from the list of ladies who presided over the tables on the night of the Convent Tea Party.

Summerside is promised two Musical Entertainments. One for the benefit of the poor comes off to-morrow evening, and the other, by the Convent pupils, on the 20th instant.

The Altar and the Throne is the name of an octavo paper published in Montreal in the interests of Orangeism. We could wish the time the talent devoted to its management were employed in a better cause.

The fourth of a series of public meetings by the "Sons," in this city, will be held in the Division Room, Lower Athenæum, (east end,) on Thursday, the 23rd day of February. Chair taken at 8 sharp. Free to all.

On Sunday, the 22d ult., the English-speaking Catholics of Montreal held meetings in their respective churches, viz:—St. Patrick's St. Ann's and St. Bridget's, and adopted addresses expressive of sympathy with the Holy Father in his present trials.

An English Mail was received at the General Post Office, on Monday. Colonial and United States Mails were also received at the same time. We have endeavored to summarize the news contained in the large number of exchanges received since our last issue.

More Pork.—Mr. Neil Reilly, of Malpeque, brought to market one day last week, a dressed hog, weighing 470 lbs. Mr. Simon Delany, of the same place, one weighing 459. These pigs, when killed, were only fifteen months old.—*Progress.*

Shipbuilding is still being prosecuted at the Western Capital. The Hon. J. C. Pope has commenced the building of a large vessel, at the yard formerly occupied by Charles Green, Esq. And several other merchants are engaged in similar operations.

Bank Meeting.—At the annual meeting of Stockholders of the Summerside Bank, which was held last week, the following gentlemen were unanimously re-elected Directors for the ensuing year:—James L. Holman, Angus McMillan, R. T. Holman, Stephen McNeill, Thomas Kelly, W. G. Strong, and D. H. McDonald, Esquires.—This institution, we are glad to learn, is now in a prosperous condition, and the value of its stock has greatly increased during the year.

COLONIAL.

The present population of the United States, as ascertained by late census, is 38,312,633.

A young man named James C. Johnson, has been arrested in Halifax for endeavoring to pass American counterfeit money. He was committed to stand his trial at the Supreme Court.

The Halifax *Citizen*, after an unaccountably long absence from our list, has again put in an appearance. Welcome, Mr. *Citizen*.

There are 34 publications issued in New Brunswick. Of these 3 are daily, 2 bi-weekly, 1 semi-weekly, 24 weekly, 2 monthly, 1 semi-monthly, and 1 quarterly.

The Messrs. Compton have secured for their paper, the *Express*, the publication of the debates of the House of Assembly of Nova Scotia—a compliment paid to its extensive circulation and high tone.

A little girl named Kate Cunningham, aged 10 years, whose parents reside in St. John, died in the City Hospital, Boston, one day last week, from the effects of burns which she received a few days previously.

At St. Mary's Bay, Digby, N. S., in January last, an Indian was shot in the head and seriously wounded by a white man named John Vanamber, who has been arrested and placed in confinement.

Fatal Accident.—On Friday, Mr. James Burns, Scotch Ridge Road, went out to cut some fire wood a short distance from his house, and an hour or two afterwards his remains were found under a tree, which had evidently fallen upon him and killed him. Mr. Burns was over seventy years of age.—*St. Croix Courier.*

The St. John, N. B. *Telegraph* states that on Friday last Capt. Cole of the bark *Wild Hunter*, and one of her owners, Gasper Drillio, Esq., of Windsor, were arrested on the complaint of some merchants in St. John, who charged them with having sold iron and other articles in St. John's, Nfld., from the cargo of the *Wild Hunter*, while the same was in the transit between Liverpool, G. B., and St. John.

The following sketch of the life of Gen. Prim is taken from the *Freeman's* Journal:—

He was born in the year 1811, at Reus, in Catalonia. He received his "baptism of fire" as an officer, in the memorable and lamentable civil war which followed the accession of the second Isabella to the throne in 1833. Being devoted to the interests of the Queen-mother, Christina, then Regent, he was promoted to the Rank of colonel in 1837. After her flight, he associated himself with the party of the Progresistas, in their opposition to the Dictatorship of Espartero. Being accused of complicity in the insurrection of Saragossa in 1842, he took refuge in France, where he attached himself to the person of the Queen Christina in her efforts to bring about a restoration. In 1843, he was returned as a deputy to Cortes for the city of Barcelona, and was enabled to return to Spain, where he joined the coalition, formed between the Christinos and the Progresistas against Espartero. In the month of May, in the same year, he headed an insurrection in his native city of Reus, from which, however, speedily driven by Zurbano, one of Espartero's lieutenants, he took refuge in Barcelona. The subsequent fall of Espartero, and the return of the Queen-mother to power made him a general with the title of Count de Reus, and the post of Governor of Madrid. But this state of affairs was of short duration. A fresh insurrection broke out in Barcelona, which it was hoped Gen. Prim would put down; but it is alleged he so employed the force at his disposal as to keep Catalonia in revolt for an entire year. For this he was disgraced by the Queen, and tried for high treason, as well as for complicity in the attempt to assassinate Narvaez, but was acquitted on the last charge, while his sentence on the first was reduced to a few months' imprisonment. From this time until the breaking out of the Russo-Turkish war, in 1853, he kept aloof from public life. He then joined the Ottoman army of the Danube, and distinguished himself in the affairs of Oltenitza and Silistria. On his return from the East, in 1854, Gen. Prim published an account of his military experience in the East, together with an historical essay on the Turkish empire. In 1855, he represented Barcelona for the second time in the lower Chamber of the Cortes, and was raised to the dignity of senator three years later. He held the rank of Lieutenant-General (of Granada) in the military administration of the Country. In command of a division, he distinguished himself in the war against Morocco in 1860, and was appointed to the chief command of the Spanish expedition against Mexico, in the autumn of 1861, which was intended to co-operate under the terms of the Treaty of London with the French forces, and a battalion of British marines, for the purpose of enforcing redress from the Mexican Government for outrages committed on the subjects of the coalesced powers. A want of agreement soon showed itself, through the ulterior designs of the French becoming evident, and Gen. Prim eventually withdrew the Spanish troops to the island of Cuba. This course, not undertaken without a show of reason, gave considerable offence to the Emperor of the French, and Prim did not escape censure in his own country. With the more recent events of his life the public are familiar.

The Vienna *Press* comments on the assassination of Prim, thus:—

The shots which were fired on Gen. Prim are the greetings which Spain offers to the foreign king forced upon her by the culpable ambition of the men in power. The crime can hardly be attributed to private motives; it is the fruit of political passion. It is, however, as yet impossible to say with certainty who was the originator of the bloody deed. A report, which has found its way to Vienna with wonderful rapidity, points out Serrano as the instigator of the crime. It has been thought that a man who has been all his life long a false and faithless character, who helped to dethrone her whom he once loved, and by whom he had been overwhelmed with benefits, who repeatedly betrayed his political associates—it is thought that such a man is capable of putting his rival out of the way. And Prim was Serrano's rival. Beside King Amadeus, who will be a shadow on the throne, only one man can be all-powerful, and hold the fate of Spain in his hands. Two cannot share this position. Prim was far superior to Serrano in talent, in determination, and in fame, while with the army he was all-powerful. Against these qualities, Serrano could set off only his title of Regent and his skill in court intrigues. Therefore Prim was a dangerous rival. The report, which ascribes the crime to Serrano, can hardly be correct; but it is easy to understand how it arose. It is far more probable that the perpetrators of the crime belonged to, or at least were instigated by, the Republican party. Prim had done everything to inflame the hatred and vindictiveness of the Republicans. At Cadiz and Malaga, at Barcelona and Valencia, he caused them to be shot down and executed; at his orders, and from devotion to him, the army fought against its fellow-countrymen and brothers. It was he who, like an importunate suitor, without allowing himself to be discouraged by numberless refusals, sued at all the Courts of Europe for a King, and did not rest till he had found one at last. It was by his orders that the troops of Madrid surrounded the Palace of the Cortes during the election of the King. And, finally, it was he who, a few hours before the crime was perpetrated, cried out to the opposition that he would overstep the Constitution in order to save his country. The Republicans rightly consider him to be the real prop of the monarchy; they knew that they could find no adherents in the army so long as Prim lived. We cannot then be surprised that the hot blood of the South boiled over at such thoughts, and that the fanatics of the party had recourse to assassination to remove the obstacle which stood in the way of the realization of their ideas.

The Boston *Spectator* says New York journalism has just won another of its peculiar triumphs. A leading newspaper of the metropolis, feeling that the Pope is not already surely enough tried, sent one of its most servile lackeys to interview his Holiness, and spread his views before one hundred and seventy-five million Catholic believers. The fellow entered on his work with zeal, and is so well satisfied with his achievement that he signs his name in full to the production, which fills an entire page in the paper. The first column is devoted to the usual puff of the paper's enterprise, and the reporter's peculiar fitness for the mission, the second to the journey to Rome, the third to Dr. O'Callagan, the fourth and fifth to Monsignore Nardi, and the sixth to the Pope himself. The fellow, who had been crawling on his knees before every ecclesiastic that he had met, "genuflected on one knee" before the Pontiff and kissed his hand. This osculatory salute failed to unseal the Pope's lips, for he entrusted the reporter with nothing but the most stale and ordinary facts. The Holy father shows in the conversation an active sense that he was being bored, but when he declined to say anything about the *modus vivendi* between himself and the King, and the prospects of his own departure from Rome, the impression left on the reporter was not that he had been snubbed as an impudent intruder, but something much more satisfactory to himself.