gret that those services have not been, by any means, commensurate with the feelings we entertain towards the nation and the people whom you represent. We now hope that with returning peace France may be speedily rejuvenated, and that ere long she may regain her position as the champion of civilization and progress. We now prefer you and your companions the hospitality of our city. It shall be our desire to render your stay amongst us as agreeable as possible, and we only regret that your engagements oblige you to make it of so limited a duration.

The Count de Flavigny replied as follows:—

Mr. Mayor, and Gentlemen of the City of Cork,—The address which you have had the kindness to present to me, and those with me, embodies in the most eloquent terms all the feelings which for centuries have existed between Ireland and France. There is something mysterious, something electric and extraordinarily enthusiastic in the feeling which both countries have for one another. It is stronger than a family feeling, and stronger than the relations which exist between kings and governments. The right man to express those feelings to you would be Marshal McMahon, but he is not here, and he regrets very much that he was not able to come with us. This glorious soldier, though the last, was not deservedly the least gift which Ireland gave to France. He has rendered us in our sad reverses incomparable services—he has been the salvation of our society and the preserver of our safety. He is a great man, and we all know that he is an Irishman As he cannot come here we have brought other French gentlemen of Irish origin with us The Count O'Neill de Tyrone bears a name which in this country is loved and respected; and another of our friends is the Duke de Feltre, whose grandfather was an Irishman, came over to France, and became a Marshal of France. Now, gentlemen, if you allow me, I will see what services your country has rendered to us in our trials. You know in referring to this topic I labor under emotion, but I will venture to enter into some details. A certain number of Irishmen were connected with our troops, and behaved as heroes. There was Captain Leader, who, at the battle of Orleans, stood before his company and shot the Germans until all his cartridges were spent, and when this was done he looked about and retreated as well as he could. Some Irishmen have been decorated for their gallantry, and others will be also. The City of Cork was the first place that gave us money for provisions for our ambulance, and also sent an Irish ambulance, which provided the poor suffering soldiers with many a comfort. There were Dr. Baxter and Dr. Magee, eminent physicians from this country, who rendered great services Provisions every day were sent from Ireland, and when other nations abandoned or neglected my country, Ireland came to her aid in every way she could, at the same time having due regard to the laws of neutrality. We have come here to give expression to our gratitude, and you give us a royal welcome, and it will be a great consolation to us to report to our countrymen the expressions of regard and sympathy manifested towards us.

Another address (from the trades of Cork) was presented by Mr. Martin, M. P., to which the Count made a suitable reply. A trip round the harbor followed next, of which the correspondent of the *Freeman* thus writes:—

The visitors embarked on board the steamer *City of Cork* to proceed on an excursion round the harbor. Thousands assembled to witness the embarkation, and the strangers were greeted with hearty enthusiasm. Amongst the party who received them on board were the Mayor of Cork, Mr. Shaw, M. P., Mr. Murphy, M. P., a large number of priests, and many of the leading merchants, besides several ladies. At Blackrock Passage and Monkstown, crowds assembled on the quay and gave loud cheers as the steamers passed; the flags were everywhere dipped in salute, the only exception being the flag of the German Consul at Queenstown, which remained flaunting in sullen indifference As the steamer ranged alongside her Majesty's ship *Defence*, in Monkstown Harbor, the flag at the stern of the war ship was lowered, an act of courtesy which was highly appreciated, and gave marked satisfaction to the party in the *City of Cork*. The *Lord Warden*, *Mersey*, and *Prince Consort* also saluted, but the *Caledonia*, *Monarch* and *Warrior* allowed the party to pass without recognition. The *Hercules* and *Northumberland*, however, lowered their flags The visitors desiring to inspect the *Northumberland*, their request for permission to go on board was readily acceded to, and the moment the party appeared on the quarter-deck, the ship's band struck up the "Marseillaise." This compliment made a most favorable impression both on the deputation and their entertainers.

RUSSIA AND PRUSSIA.

The *Pall Mall Gazette* correspondent at St. Petersburg says, writing on the 12th instant: "There seems to be something wrong about the relations between the Russian Court and that of Berlin. First, the proposed meeting of the two Emperors at Ems did not take place; and now it seems settled that the Emperor William will not come to St. Petersburg for the autumn manœuvres, though his arrival was looked forward to as a certainty. There is unusual bustle, too, in military quarters. On his return from Norway, the Czarevitch went straight to the camp without calling at the palace; the military manœuvres have already begun, and will be more extensive and prolonged than was at first intended. But the most evident sign of coolness toward Prussia is the reappearance of anti-Prussian articles in the Russian Press. Last December, as I wrote you at the time, the Chief Censor, announced to the editors of all the Russian newspapers that it was the will of the Czar that all attacks on Prussia in the press should cease. The order was faithfully obeyed, and even some journals which had formerly been declared adversaries of Prussia went so far as to publish articles setting forth the advantages of a Russo-Prussian alliance. Directly the Czar returned from his German tour, all this was changed. The Golos, which is known to be inspired by Gen. Milutyn, the Minister of War, quietly declares in its number of the 6th inst., that the policy of Prussia is dangerous to the very existence of the Russian Empire. 'The events of the last year,' it says, 'prove that during the whole of that time, Prussia had one leading principle of action, that of securing an ally before a war, and breaking the alliance as soon as it is victorious. In 1862, she entered into an eternal alliance with Austria against Denmark, and in 1866, she concluded a similar alliance with Italy against Austria. In 1870, she made friends with Russia, and now that she has gained a victory, which she owes almost entirely to Russia's conservative policy, she is endeavoring to form an alliance with Austria against us. * * * * * * *

Will not Europe at length understand the dangers which proceeded from such a policy. Is it not time to form a league of mutual security against such machinations?"

Late Telegrams.

London, Sept. 10.

The funeral of Renforth took place to-d a at Newcastle. The attendance was extra ordinary, some accounts representing the number at one hundred thousand. The concourse was so great that the Cemetery where the remains were deposited was much damaged.

Boston, Sept. 11.

The inquest upon the victims of the Eastern Railroad disaster charges the Conductor Nowland, of Beverly train, and Engineer Brown, of Express train, with being guilty of negligence, and holds President and Director also responsible.

Five persons were killed near St. Louis, yesterday, by being run into by the cars while riding in a pleasure wagon.

There was a $200,000 fire at Bloomington, Ill., on Saturday night.

At Saratoga boat race, to-day, the Wards came in two lengths ahead; Tyne crew second, leading Biglins and Taylor-Winship by half dozen lengths.

Taylor-Winship claimed a foul at stake boat. The enthusiasm over the triumph of the Wards is tremendous.

The judges have declared a dead race between the Biglin crew and Taylor-Winship crew, for third place in the regatta, and the two crews will row again to decide the point.

Cable advices, to-day, report consols 93⅞; other markets firm.

Queen Victoria has fully recovered.

New York, Sept. 12.

Respecting third place in the four-oared race, a compromise was effected by paying the Biglin and Taylor-Winship crews $750, the full amount of third money.

In the single scull race six contestants started. Sadler took the lead from the start and kept it, winning the race by several boat lengths in thirty minutes, eight and a half seconds. Kelly was second, John Biglin third, Ellis Ward fourth, and Bagnal fifth, Bright giving up the contest before completing the first mile.

Maine voted yesterday, and gave a Republican majority of over ten thousand.

The Grand Trunk Railway station at Sarnia, Ont., was burned on Saturday. Loss $20,000.

A national testimonial is proposed in honor of the Ward Brothers for their victory over the English crews. Several New York politicians have subscribed $100 each.

Mayor Hall, of New York, has requested Comptroller Connolly to resign, pending the serious charges against his financial honesty.

To-day's cable reports consols 93¾.

Manchester trade dull; slightly affected the cotton market.

The Emperor of Austria has declared his disapproval of the dogma of Papal Infallibility.

The victory of the Ward crew in the Saratoga regatta is a general topic of remarks, and some journals express the opinion that the race was won by the Wards, because of the stake-boat arrangement, which has been discarded in England.

New York, Sept. 13.

Both of the English crews have arrived in Montreal, also the Halifax Barton crew.

The United States Consul at Liverpool writes that, in consequence of the prevalence of the cattle hoof and mouth disease, he has discontinued to grant certificates to ship cattle to the United States.

The London journals discuss the success of Chinese labor in America, in its relation to recent strikes in England.

Newspapers also comment savagely upon the many disasters which have recently befallen British ships of war.

Lieutenant Colonel Lopez Borrero, with twenty-five other prominent insurgents, have surrendered to the Spanish authorities in Puerto Principe.

Gold and exchange remain steady.

The abscess with which Queen Victoria has been afflicted was opened on the 4th inst., and is now healing satisfactorily.

The great Doncaster St. Leger race, this afternoon, was won by Baron Rothschild's filly "Hannah," winner of Oaks, with "Albert Victor" second, and "Ringwood" the third.

The Mount Cenis Tunnel has been successfully opened, and trains are passing through without delay.

Bismarck, Von Beust and other diplomatists have decided to suppress the International Society, and settle finally the Schleswig question.

A Paris despatch says that M. de Tocqueville, nephew of the late distinguished statesman and politician, will probably receive the appointment of French Minister to Washington.

London, Sept. 14.

A despatch from Berlin states that the secret alliance between Germany and Austria, prepared by Bismarck and Von Beust, is in opposition to the alleged coalition between Russia and France Italy was invited to join, by Bismarck, but Victor Emmanuel preferred to adopt a policy of strict neutrality. In consequence of this decision the German authorities now threaten the absorption of Venetia and Lombardy. Great uneasiness prevails in diplomatic circles.

A despatch from Rome says the Pope has contradicted the statement, that Cardinal Bonaparte was the bearer of a letter from the Emperor Napoleon to the Pope.

New York, Sept. 15.

Gold 114; slight exchange 8⅝.

The steamship Columbia, from Glasgow, in coming up the bay, took fire, and was with difficulty saved from burning. She had five hundred passengers.

Montreal, Sept. 15.

The four mile single scull race came off last evening. There were only two entries, Kelly and Bagnall. Kelly came in first, winning in 32 minutes and 36 seconds. Bagnall a length and a half behind.

New York, Sept. 16.

Judge Barnard has granted a motion to make the injunction against Hall, Tweed, Sweeny and Connolly, permanent, to the astonishment and disgust of the Tammany Ring. This action will probably force some of them to resign, if not disgorge a portion of the money stolen from the City Treasury.

Cable news unimportant.

English sporting Journals denounce the Paris Crew, of St. John N. B., as cowards, for refusing to row the English crews at the Halifax Regatta. The same Journals, on the contrary, praise highly the American crews who participated in the Race at Halifax.

An immense mill for the manufacture of cloth, at Rochester, England, was burned on Thursday night. Eight hundred workmen were thrown out of employment.

Thirty-three new cases of cholera occurred at Konigsberg, on the 12th inst., and 63 deaths. 68 new cases and 45 deaths on the 13th inst. The disease has disappeared from Dantzic, and is merely sporadic at Stettin.

London, Sept. 16.

A despatch from Versailles says the French Assembly favors the proposed Customs Treaty with Germany. The German authorities will cause their troops to evacuate the departments of Aube, Cote d'or, Aisne and Jura.

General Changarnier is reported dangerously ill.

"A passenger," writing to the *Times*, reports his trip through the Mont Cenis tunnel in forty minutes. The rails are laid, and the whole work is admirably finished.

A despatch from Plymouth states that the Russian squadron, with Duke Alexis, has arrived there, and is proceeding to take in coal and provisions. It will be detained there for a week.

Reports from different parts of England indicate that the wheat crop is a failure.

A congress to consider the question of Prison Reform for Europe and America will meet at London some time next summer.

The Herald.

Wednesday, September 20, 1871.

☞ *The circulation of the* HERALD *amounts, at the present time, to a weekly average of* 1,400 *copies. We beg to call the attention of merchants and others to this fact. An excellent medium is here available for their Advertisements and Business Notices.*

How long, we would presume to ask, is the country to wait for the explanation promised by ministers of their more than suspicious behavior respecting the Railway Contract? For more than a fortnight they have stood in the attitude of culprits, at the bar of public opinion, without a word of defence beyond mysterious promises of forthcoming revelations, which would show how every body was wrong except the Ministry and the "Ring." Perhaps the Ministry imagine that the excitement which at present prevails throughout the country is only a temporary outburst, destined soon to spend its strength, and leave them in peace to gather in the fruits of their chicanery and intrigue. The anxiety of the people is to them, with such prospects, a subject provocative of mirth, and the fact, that fourteen thousand pounds more than was necessary of the people's money have been squandered, excites among the gentlemen of the Executive just such glee as a clever act of pocket-picking occasioned among the promising scholars of Fagan the Jew, of whom we read in the pages of Oliver Twist. The advisers of His Excellency should remember that the people of Prince Edward Island are, happily, not yet inured to the political corruption which obtains in Canada. There is still existing among us a pretty strong sense of justice and honesty. We yet exact from our public men, at least, a show and semblance of integrity. We are not a rich people—our public improvements must be carried forward on plans of strict economy. We cannot afford to throw away fourteen thousand pounds on a "Ring," and expose ourselves to the moral certainty of having to pay out as much as those "artistes" of the "Ring" choose to demand in the next three years. We fail to realise what luxury there is in paying Messrs. Burpee, Carvell & Co. six hundred thousand pounds for work that would be better executed for four hundred and ninety-eighty thousand. Our Dominion Railway masters, however, have made little of such considerations; they appear to have acted here precisely as they would have done in Canada, where jobbery is reduced to a system, and the highest achievement of political sagacity consists in the enrichment of individuals at the expense of the country. It is for our people now to render abortive this effort to introduce among us a Canadian morality in public questions. If we fail to traverse the present attempts at Railway jobbery, we may rely on seeing them again resorted to, in order to accomplish Confederation. Silence, in the present instance, will condone jobbery, and encourage its repetition. By allowing Ministers to run their present course unchecked, we shall establish a presumption that our political morality is sufficiently corrupted to entitle us to a place in the Dominion of Canada.

It may be, however, that the present Ministry think that the correspondence printed in the *Royal Gazette*, and the queer things that have appeared in the *Islander*, are sufficient justification of their conduct. Let our readers judge for themselves—here is the plea put forward by the *Islander*—an organ of the "Ring"—for thrusting aside Mr. Duffus's security in favor of Mr. O'Brien, and giving the Contract to Schreiber, Carvell, Burpee & Co. "Mr. Schreiber," says the *Islander*, "was in the Island, in possession of a communication from the Government, intimating to him that his offer had been accepted. The offer of Mr. Schreiber, and its acceptance by the Government, constituted a contract in the terms of the offer. To give satisfactory security within a reasonable time, and to sign the formal contract, was all that Mr. Schreiber had to do. If he was prepared to do this, the contract was his, and the Government were bound to accept him as contractor." Now, let us observe that every circumstance here set forth by the *Islander*, in favor of giving the Contract to Mr. Schreiber, militates with greater force in favor of Mr. O'Brien. The Government had accepted Mr. O'Brien's offer for constructing a Railway—the *contract* constituted between the Government and Mr. O'Brien, by this offer, and its acceptance, was never broken off. All that Mr. O'Brien had to do was to give satisfactory security—and that security lay on the Council Table on Thursday, shortly after mid-day—security, be it observed, of the Council's own selection—which the Council had sent Mr. O'Brien to seek, and which, contrary to their expectations, he had obtained. Mr. Schreiber, moreover, handed in the *names* of his sureties: whereas, Mr. O'Brien was required to furnish *letters* from his sureties—why this difference of treatment? And possessed of Mr. Schreiber's *names* of sureties only, the scrupulous consciences of the gentlemen of the Executive order the Contract to be signed in duplicate, and pay no heed to Mr. O'Brien's *letters*. If we are to consider the offer and acceptance of Mr. Schreiber as a contract entered into between that gentleman and the Government, we must, in all consistency, place Mr. O'Brien in the same position. The Government accordingly had two contracts on hand, at the same time, for the same thing. This being the case, the first contract was clearly an entitled to the preference, every thing else being equal. But Mr. O'Brien's securities were in a much more advanced stage than Mr. Schreiber's. The one gave *names* of men who might or might not consent to undertake the responsibility demanded of them—the other gave written guarantees from the sureties he produced, that they were willing to perfect the security. Again, the fact that fourteen thousand pounds would be saved to the Colony by the acceptance of Mr. O'Brien's contract, ought to have had a little influence with a Cabinet which was generally supposed to have a conscience or two among its members. From this our readers can learn the worth of the defence set up by the Government. Our advice to Ministers, if they have no better apology to offer for their acts than the one just quoted, is to retire from occupations which they have shown themselves unfitted to manage, and study, in the direction of their own affairs to acquire that thrift and economy in which they have been so eminently deficient, when dealing with the interests of the public. Their retirement will help to convince the world that there is still among them some residue of a regenerative feeling—a sense of shame; and this in the circumstances is something.

We would again impress upon the people the urgency of the present crisis. A deep laid scheme, conceived in selfishness, and protected by misrepresentations, is now in course of development against the interests of the Island. If we did not know the spirit of resistance that is in our people, and the high value they set upon independence, our advice to them would be, to forget their past struggles for self-government and free land, and quietly submit to an administration which seeks to impoverish them, as a preparatory step to betraying them to Canada.

FROM what has already appeared in the HERALD, the public are aware that we hold the Government responsible for improper conduct in the management of the Railway contract. We hold that the contract was, after unnecessary delay in the first part of the negotiation, hurridly and improperly given to Mr. Schrieber, towards its conclusion, whilst the Government was actually in treaty with Mr. O'Brien, and bound in honor and law to accept his tender. Their refusal to do so, has cost the Colony the sum of nearly £14,000, and, on this ground alone, renders them amenable to the censure of friends and foes alike. We have no other cause of complaint against the Executive. Their treatment of us has been all that we desired, and nothing would have afforded us greater pleasure than to be able, honestly and conscientiously, to assist them by every means in our power, in carrying out the Railway Act to a practical and satisfactory conclusion. The evidence, however, both written and oral, bearing upon the bestowal of the contract to Mr. Schrieber, is too conclusive to admit of a doubt upon our mind, either of the criminal blundering of the Government or their downright jobbery in the matter. From the bad beginning that has been made, we dread that worse may follow. However unpleasant, therefore, the task may be, of opposing the Government, and however serious to us the loss incurred thereby may be, nothing is left for us to do than to come out from amongst them. If we are right in our views, we simply discharge a duty which our position demands of us, and neither the tricks of a subsidized press, nor the wiles of politicians and office-holders, to whom an easy living is of more importance than the welfare of the Colony, will divert us from the path of duty. Already, the "hue and cry" has been raised against us, but we heed the clamor not; nor will the catch-words of "Catholic" and "Presbyterian," "Laird" and "Reilly," "Grant" and "No Grant," so industriously passed from month to month by the participators in jobbery, deter the people from demanding from the Lieutenant Governor a more competent or honest set of men than his present advisors to manage public affairs. If, however, we are wrong, the Government will have an easy task in proving it. We ask nothing but truth and fair-play in the investigation. With this preface, we shall now proceed with the facts, neither exaggerating anything nor setting down aught in malice. After nearly a month had been frittered away from the date of opening the tenders, Mr. O'Brien presented himself before the Executive, in obedience to their summons, to enter into the contract. The security demanded was the same as that required for Messrs. Walker & Co.,—namely, £100,000 currency, either in Dominion bonds or English consols. Why this sort of security was demanded, it is hard to conceive, unless we suppose that it was designed to place the contract in the hands of some gentleman high in the confidence of the Dominion Cabinet. The strong presumption is, that such was the determination aimed at from the moment when the Railway Act became law—a presumption which is almost converted into a certainty by the editorials of the *Islander*, in May last, in depreciation of the Government debentures. The belief at the time was, that the Government organ wished to frighten away, by these editorials, all intending contractors, except those in the confidence of "the ring." It is needless to say that subsequent events have only tended to confirm that belief. However, without entering into the correctness or uncorrectness of these conjectures, which each individual must settle for himself, we know that on the 12th of August, the date of Mr. O'Brien's first interview with the Government, he told Mr. Pope and his colleagues that he had neither bonds nor consols to offer as security; and if such were insisted upon, he might as well withdraw at once. Now, a government professing to be more economic of time than money, would, if they were anxious to push ahead the railway, have either immediately bade Mr. O'Brien good-bye, or specifically stated the kind of security that would be taken in lieu of the bonds or consols, and limited the time for its reception. Instead of doing so, however, they enter into negotiations about mortgages, which must necessarily consume much time. They accept, upon one condition, for £60,000 currency, a horse railway in Halifax, and personal security for the balance. This condition was to clear off mortgages to the extent of £60,000, which were held over the railway—an encumbrance which Mr. O'Brien, neither concealed nor attempted to deny, as very untruthfully reported.

To disencumber the railway might require months, especially if any of the parties having claims against it resided out of Nova Scotia. This was exactly the position in which the affair stood. The Government unaccountably kept themselves in ignorance of the fact, and left Mr. O'Brien to infer that the guaranty of a Halifax firm for the amount held over the horse railway would suffice for the purpose. When Mr O'Brien had "disencumbered" the railway in this manner, and obtained two other firms as personal security for £40,000, he informed the Colonial Secretary, who was then in Halifax, of the arrangement he had effected. This was on the 28th of August, two days before the expiration of the time allowed him to complete his security. Mr. Haviland, without enquiring into the value of the railway or the solvency of the personal security offered, declared it as his opinion that it would be deemed insufficient by the Government. On the 31st of August, the Government officially endorsed Mr. Haviland's opinion. This led to more correspondence and more delay, until the 2d of September, when Mr. O'Brien offered to place $50,000 in any Bank in Halifax, to the credit of the Government of this Colony, until the mortgages on the City railroad could be taken up. In the same letter, he wished to be informed how much the personal security was deemed good for, in order that it might be supplemented by further security, either in Charlottetown or Halifax. No answer was returned to this communication until the 4th of September, when Mr. O'Brien was informed that the Government were about to enter into negotiations with Messrs. McLeod & Co. to complete the contract. If, however, *they* failed to furnish the necessary security, *his* tender would be accepted, provided such men as Messrs. Duffus & Co. signified their willingness to become security in the full amount of £100,000—the horse railway being thrown aside. The postscript of the letter, which, like that of a lady's, is the most important, announces the back-down of McLeod & Co., and invites Mr. O'Brien to come on with his securities. The inference to be drawn from this letter, by any person of common sense is, that the Government, wishing to have the road built at the cheapest rate to the Colony, allowed Mr. O'Brien a reasonable time to procure the securities named. Under any interpretation, it implied that no bargain would be concluded until Mr. O'Brien was heard from. As a business man, Mr. O'Brien acted upon the Government instructions without delay. In good faith, he proceeded to Halifax on Tuesdry, the 5th of September. On Wednesday, he obtained Messrs. Duffus & Co. as his sureties for the amount required. On Thursday, at 11 o'clock in the morning, they telegraphed the Government to that effect. So did Mr. O'Brien, and on Friday he returned to Charlottetown, with Messrs. Duffus & Co's letter of guaranty in the possession of the Colonial Secretary.

The Government claim that Mr. O'Brien went away without acquainting them of the fact. Whether he was bound to do so or not, is a question for the public to decide. The Government is entitled to whatever benefit the doubt gives them; but no reasonable person can say that Mr. O'Brien lost one moment of time from the reception of the Attorney General's communication of the 4th of September to the 7th, when he and Messrs. Duffus & Co., telegraphed that the very letter of the Government conditions had been complied with. In the meantime, the Government, seized with an inexplicable fit of haste, hoping that Mr. O'Brien had been effectually disposed of, and yet dreading that he might succeed, set to work to get rid of the intervening tenderers between that gentleman and one of the ring, with railroad speed. Mr. James H. Fraser, of New Glasgow, was manipulated in a manner that demands a rigid investigation. Who invited him to Charlottetown on the 4th of September, and when was he invited? He came on the 4th, fully determined to accept the contract, if it were offered to him, and prepared to furnish the necessary securities; and yet, on the 5th, apparently without being communicated with by the Executive he withdrew his tender. Will the Government or the ring explain the mystery? Messrs. Rainnie & Co., of St. John, backed down on the 5th, on the plea of the season being too far advanced. On the same day, the contract was offered to Mr. Collingwood Schreiber, an engineer on the Intercolonial railroad, and a man without capital or means. Instructed by his friends and backed by Mr. Burpee, who became alarmed at the awakening suspicion and indignation of the public, he consented to become the contractor. On Thursday, the 7th, he had an interview with the Executive, and those gentlemen, the guardians of the people's rights and interests, oblivious of their letter of the 4th instant to Mr. O'Brien; unmindful of the honor of the country; and blind to the significance of Messrs. Duffus & Co's telegram of guaranty, forthwith conclude the bargain with the highest tenderer. The necessary documents are drawn up with great speed; there is no enquiry made whether the sureties have consented to sign the bonds (at least no written letter of assent is asked from Mr. Schreiber); and, with the Lieutenant Governor's and the contractor's signatures attached, the Attorney General is hurried off to St. John, to complete the contract. When poor Mr. O'Brien arrives on Friday and demands a time and place for the execution of the necessary bonds, he is told that he is too late!

This is a brief summary of the facts, condensed from the published correspondence in the *Gazette* of Saturday last, of the accuracy of which, the public have the means of determining for themselves. Taken in connection with one fact which we are about to state, it leaves upon our mind the strong impression that the ring were determined to have the contract, regardless of consequences. The excuse offered by the Government for their extraordinary speed between the 4th and 7th of September, was, that the better part of the summer had been "frittered away" in negotiations with two tenderers, and that the season was getting late to commence work. It is true that much time was frittered away, but the loss is more attributable to the Government than to Messrs. Walker & Co., or Mr. O'Brien. If it delayed the commencement of the railroad, it afforded Mr. Burpee time to complete his contract on the "Western Extension," and gave him a chance, in conjunction with the ring, of profitably employing his men and money in Prince Edward Island. Time was of no importance to the Government in the months of July, August and September. It became invaluable towards the first of October. Hence the delay in the early part of the season; hence the bluffing and fooling of Mr. O'Brien for a month; and hence the mysterious withdrawal of three contractors, and the hurried and shameful completion of the contract with Mr. Schreiber.

This is the inference we draw, and with so daring a job perpetrated at this early stage of the proceedings, what may be expected before the completion of the railroad? There is but one duty which the country has to perform, and that promptly, if it wishes to escape the consequences of the most reckless jobbery and extravagance. Every member of the Executive who enjoys the reputation of an honest man, should be called upon to come out from the ring. Every independent member of the Legislature should let his voice be heard in denunciation of jobbery. And the Lieutenant Governor, as becomes the Representative of a just and constitutional sovereign, should take the most effective means of surrounding himself with gentlemen possessed of the confidence of the people. We have indubitable evidence, that his present advisers hold their positions, in opposition not only to a majority of the members of the House of Assembly, but to the bulk of the electors of the Colony.

THE Railway policy of the HERALD, has all along rested upon the following propositions:- First—we can afford a Railway: Second, the conditions of improvement and advancement demanded it. The question was one, which, of its own nature, belonged to no particular school of politics. Liberal or Conservative, could, without any change of base, embark in the enterprise. The only danger, which, to our thinking, overshadowed the undertaking, was that of jobbery. Against the possible evil, we guarded with what energy and caution we could command. When the ominous article appeared in the *Islander*, depreciating the value of the Island debentures—the first spurt of smoke which told that the process of *forgoing* the "Ring," had begun—the HERALD wrote:—"The only fear which besets the advocates of the Railway, is, that jobbery or collusion may creep into the working of the Act. Upon this point the public mind is feverish and restless. . . The *Islander* has rendered it necessary that the people should be convinced, that nothing but the strictest honesty and good faith will be employed in carrying out the Railway Act. The suspicions which have been aroused must be clearly demonstrated to be baseless by the future action of the Government."

Again, with the prevailing opinion in our mind that the Carvells and Burpees, were pre-destined by the Government as Contractors, and knowing well how difficult it would be to convince the public that no collusion existed, should the contract fall into such hands, the HERALD said:—

"Speculation is at present rife, as to who the contractor is to be. Popular tastes, so far as their expression has reached us, seem pretty clearly defined. Some of the Provincial contractors are in evident disfavor, and should their tenders be accepted, the public mind will not be thereby soothed. This objection has again its source in the fears of the people for jobbery. It is the bug-bear, which, in all this question, unsettles the peace of the public. So deep, withal, is the current of popular distrust, respecting Dominion contractors, that the acceptance of a stranger, for the work, would, we believe, positively inspire confidence that the road would be honestly and efficiently constructed. A contractor with a well-earned reputation, connected with no one here, by either business or family ties, would, we are sure, amply guarantee the public against any fear of collusion."

The first spurt of smoke, depreciating the debentures, was followed by a second, exaggerating the difficulties of obtaining proper security. The organ which conveyed both these valuable pieces of instruction to the public, was the *Islander*, usually supposed to be the interpreter of the sentiments of the present Government. The suggestive hints given in this way, prepared the public mind for the event which has ensued. Tender after tender, was spirited away from the list, until the contract came into the voracious "Ring." Only in one respect do the calculations of the Government appear to have miscarried. The prompt action of Mr. O'Brien forced ministers to take Mr. Schreiber's tender of £4,267. 10s. Could Mr. O'Brien have seen kept back a few days more, to give a show of decency to the proceeding, the country would have seen the contract go into the hands of the adventurous E. R. Burpee, at a cost of £4,499. 10s. per mile. Mr. O'Brien, therefore, is fully entitled to the credit of having been the means of saving for the meantime at least £27,750. on 120 miles of Railway. The work is still, however, in the hands off the Burpees, Carvells, &c., and what likely is to be he cost of constructing this Railway, under the present management, is an unknown quantity whose worth only time can evolve.

For a considerable time now, Mr Bowers has acted the character of Editor and Proprietor of the *Examiner*. So long as the interests of the people were not compromised by the "little game," we were content to watch the attitude, and study the demeanor of the *artless* tyro. If he did not shed any fresh lustre or dignity around our Island Journalism, he at once set up lofty pretensions to decency and a gushing benevolence; and if his literary efforts showed nothing beyond the average range of intellect, they, at least, possessed a charming indecision, beautifully adapted to amuse a mind of a speculative turn, as to what Mr. Bowers was really driving at. The country, however, at the present time, is upon the eve of a grave crisis. It has the strongest reason for believing that its finances are being clandestinely squandered in a scandalous "job," and, therefore, it is that Mr. Bowers must allow us to strip him of his stage equipments, and set him before the people in his real character. We must be permitted to detach from his name the empty title of *Proprietor* of the *Examiner*—for we know he has no title to it. Also, we must take away from him the title of *editor*, if editor means any one who is free to express his own opinions on public questions. Who, therefore, is Mr. Bowers? We answer, he is the paid servant of Mr. Jeddediah S. Carvell & Co. Mr. Bowers, who has so frequently vaunted that he was the successor of the Hon. E. Whelan in the *Examiner*, is, when all comes to all, only the successor of Walter Grant, of unfortunate memory, whom the Hon. D. Brenan showed to the public, bound over hand and foot, by a Bill of Sale, to Confederation and Carvell. The fetters which bound poor Grant, have not been removed—you may inspect them for a shilling. Proprietor of the *Examiner*, then, Mr. Bowers is not, and neither is he Editor. He dare not write against Confederation, though he professed himself an anti-confederate; neither dare he denounce the "Ring" although its existence is beyond a doubt, and the reason is, that Jeddediah S. Carvell, Mr. Bowers' master, has a deep interest in both things. What a parody on virtue is whispering humbleness, and meek-toned honesty in such a man, the while he is lending himself as a decoy to induce an unsuspecting people to sanction jobbery, and pave the way to confederation? The people have very shrewd notions about Mr. Carvell. They know his confederative and speculative instincts, and when they are told that Mr. Bowers is his paid servant, and takes his orders from him, they are made acquainted with what they have to expect from the *Examiner*.

THE RAILWAY RING UNMASKED.

On the 14th August last, while Mr. O'Brien was in Charlottetown, he received the following letter:—

Colonial Secretary's Office,
Charlottetown, 14th August, 1871.

Sir,—In reply to your communication of the 12th of August inst., I am authorized to inform you that the government are prepared to accept a transfer of the whole of the stock of the city of Halifax Railway Company, unincumbered, for sixty thousand pounds (£60 000) and approved personal security for forty thousand pounds (£40,000) as a security for the due performance of the contract for the construction of a Railroad through Prince Edward Island.

I have the honor to be, Sir,
Your obedient servant
T. H. HAVILAND,
Colonial Secretary.

W. D. O'Brien, Esq., &c. &c.

Mr. O'Brien, with the above document in his pocket, might think as every honest man not acquainted with the many links connecting the Government, or at least the chief part of the Government, with the Railway Ring, would think, that honesty and fair dealing had to be expected on the part of the Government, in the matter of the Railway Contract. But, alas, for poor human nature, in the rascality of public men! On the same evening, after Mr. O'Brien received the above letter from the Colonial Secretary, the messenger of Mr. James Pope might be seen running about in various directions, hunting up Mr. O'Brien's whereabouts, at his lodging, and elsewhere, and, not having found him, the steamer in which he had taken passage to Picton was visited, and the following letter left for Mr. O'Brien:—

Charlottetown, 14th August, 1871.

Dear Sir,—You, doubtless, have received a letter from the Colonial Secretary relative to the nature of the security which will be taken from you for the construction of the Railroad, on your signing the contract. The season is passing rapidly and the government is most anxious that the contract should be signed, and the work proceeded with, with as little delay as possible. It is, therefore, desirable that you should name a time when you will be prepared to perfect the security, sign the contract and commence the work.

Yours truly,
JAMES C. POPE.

W. D O'Brien, Esq., C. E., Charlottetown.

Now, after the perusal of the above two letters, the only reasonable and obvious conclusion to be arrived at is, that after James C. Pope having presided at the Council Board, as *President*, and agreed to the letter written by the Colonial Secretary, on the part of the Government, he immediately afterwards, in his private capacity, and as a member of the Railway "Ring," wrote Mr. O'Brien, imposing conditions on him respecting the contract which had not been even hinted at in the official letter of the Government. Here was the commencement of Mr. O'Brien's difficulties, to try to please two masters under one head—Mr. James C. Pope as President of the Executive Council, and Mr. James C. Pope, (ably aided by W. H. Pope, his brother) prime manager of the Railway Ring. How the "ring" succeeded in depriving Mr. O'Brien of the contract, at a cost to the tax-payers of Prince Edward Island of Fourteen thousand pounds, shall be shewn hereafter.—COM.

CORRESPONDENCE.

Charlottetown, Sept. 14, 1871.

To the Hon. J. C. Pope, P. E. C.

Sir;

After fully considering the facts and circumstances connected with Mr. Collingwood Schreiber's obtaining the Railway contract, which entails upon the Colony the unnecessary expenditure of £13,500, I deem it my duty to inform you that I can no longer support your government.

I have the honor to be, Sir,
Your obedient servant.
EDWARD REILLY, M.P.P.

Charlottetown, 18th September, 1871.

SIR,—I have the honor to acknowledge the receipt of your letter of the 14th inst., in which you inform me that you can no longer support the present Government, after fully considering the facts and circumstances connected with Mr. Collingwood Schreiber's obtaining the Railway Contract, which you say entails upon the Colony an unnecessary expenditure of £13-500.

I regret that any member of the Legislature should withdraw his support from the Government. At the same time it is gratifying to me to feel that the conduct of the Government,—of which you complain—in letting the Railway Contract to Mr. Schreiber, was straightforward and honest, and such as every good and true supporter of the Government should approve. All the facts and circumstances connected with it are published, and I feel confident that in this matter the Government will be sustained not only by the Legislature but by the country.

The sum for which the Contract is let is quite as low as the work can be done for. The Contractor and his associates are men of known honor and integrity, who will, in my opinion, perform their Contract honestly and expeditiously, and I feel it is a matter of congratulation that Mr. Schreiber, backed by the very best personal security that can be had in the Provinces, has agreed to build the road at so low a rate.

I have the honor to be, Sir,
Your obedient servant,
JAMES C. POPE, P. E. C.

Edward Reilly, Esq., M. P. P.

[With reference to the letter of the Hon. James C. Pope, given above, we may say that we entirely disagree with its statements. The President of the Executive Council