

The Herald

VOL. I.

CHARLOTTETOWN, P. E. ISLAND, WEDNESDAY, OCTOBER 4, 1865.

NO. 57

THE HERALD

IS PRINTED AND PUBLISHED EVERY WEDNESDAY MORNING

BY EDWARD REILLY,

EDITOR AND PROPRIETOR,

at No. 10, corner of Kent and Prince Streets.

TERMS FOR THE "HERALD":

For 1 year, paid in advance, £0 9 0

half-yearly in advance, 0 10 0

Advertisements inserted at the usual rates.

JOB PRINTING.

Of every description, performed with neatness and despatch

at moderate terms, at the Herald Office.

ALMANACK FOR OCTOBER.

MOON'S PHASES.

Full Moon, 4th day, 10h. 31m., evening.

Last Quarter, 11th day, 11h. 10m., morning.

New Moon, 19th day, 0h. 15m., evening.

First Quarter, 27th day, 11h. 32m., morning.

DAY	DAY WEEK	RISE	High	Low	Length
MONTH	DAY WEEK	h m	h m	h m	h m
1	Sunday	6 15 35	7 46	1 54	11 34
2	Monday	2 33	8 41	3 4	11 32
3	Tuesday	4 31	9 36	4 17	11 30
4	Wednesday	6 29	10 31	5 10	11 28
5	Thursday	8 27	11 26	6 2	11 26
6	Friday	10 25	12 21	7 15	11 24
7	Saturday	12 23	1 16	8 28	11 22
8	Sunday	1 21	2 11	9 41	11 20
9	Monday	3 19	3 6	10 54	11 18
10	Tuesday	5 17	4 1	12 7	11 16
11	Wednesday	7 15	5 0	1 20	11 14
12	Thursday	9 13	5 55	2 33	11 12
13	Friday	11 11	6 50	3 46	11 10
14	Saturday	13 9	7 45	4 59	11 8
15	Sunday	15 7	8 40	6 12	11 6
16	Monday	17 5	9 35	7 25	11 4
17	Tuesday	19 3	10 30	8 38	11 2
18	Wednesday	21 1	11 25	9 51	10 59
19	Thursday	22 59	12 20	11 4	10 57
20	Friday	24 57	1 15	12 17	10 55
21	Saturday	26 55	2 10	1 30	10 53
22	Sunday	28 53	3 5	2 43	10 51
23	Monday	30 51	3 50	3 56	10 49
24	Tuesday	32 49	4 45	5 9	10 47
25	Wednesday	34 47	5 40	6 22	10 45
26	Thursday	36 45	6 35	7 35	10 43
27	Friday	38 43	7 30	8 48	10 41
28	Saturday	40 41	8 25	10 1	10 39
29	Sunday	42 39	9 20	11 14	10 37
30	Monday	44 37	10 15	12 27	10 35
31	Tuesday	46 35	11 10	1 40	10 33

Dr. W. G. Sutherland
Dr. Sutherland thanks for the very liberal patronage extended to him since commencing the practice of his profession, in this city, and trusts by attention and assiduity, that the same may still be continued towards him.

By the latest arrivals he has increased his present stock of

Drugs and Chemicals,

Choice Perfumery, Toilet Articles, in variety, selected from the best London House by those competent of doing justice to the Dispensary.

The Dispensary department will be under his own immediate supervision.

Dr. Sutherland begs also to observe, that he trusts the fact of having practised in Scotland several years, and nearly twenty years of extensive Colonial practice in every branch of his profession, combined with unremitting assiduity and personal attendance, will not fail to obtain confidence and secure satisfaction.

Office: 10, Queen Street, P. E. I., Jan. 4, 1865.

NEW PHOTOGRAPH GALLERY,

Corner of Great George and King Streets.

THIS undervalued being an operator of acknowledged skill, acquired by practical experience of over twenty years in some of the largest cities in the United States, and also in the Province, is now prepared, with every facility, to provide his profession in this city, for the accommodation of the public, at moderate prices.

PICTURES made in every style known to the art; Plain or Colored. Special attention paid to copying and enlarging old Pictures; also, for making Children's pictures, for which his light is admirably suited, and in which he acquires knowledge as superior.

He respectfully solicits a share of public patronage, especially from those who have hitherto failed to get a good likeness. Pictures taken from seven o'clock in the morning until six in the evening.

Instructions given in the above art.

Remember the place, corner Great George and King Streets.—Entrance on King Street.

C. LEWIS.

Ch. Town, May 21, 1865.

ARRIVAL OF NEW GOODS

at

Bell's Clothing Store,

Queen Street.

THE subscriber has the honor to announce to his numerous customers in town and country, that he has just received, per "UNION,"

NEW and SELECT STOCK OF GOODS,

suited for the PRESENT and COMING SEASON, and which he is confident will give satisfaction in

Style, Quality and Price,

to all who may favor him with their orders.

JOHN BELL,

Merchant Tailor.

May 24, 1865.

MR. WM. A. JOHNSTON,

Attorney and Barrister at Law,

NOTARY PUBLIC, &c.

Has resumed the practice of his profession in Halifax.

Office, - - Somerset Buildings

22, Prince Street,

HALIFAX.

P. E. ISLAND

Steam Navigation Co's Steamers

PRINCESS OF WALES & HEATHER BELLE.

SUMMER ARRANGEMENT.

Commencing Monday, May 22.

The Steamer 'Princess of Wales'

LEAVES CHARLOTTETOWN, for SUMMERSIDE

on WEDNESDAY morning at eleven o'clock, reaching

SHEDIAK, every MONDAY night at eleven o'clock, reaching

SHEDIAK in time for the morning train on Tuesday.

Leaves SHEDIAK, for RICHMOND, at nine o'clock on

TUESDAY morning, and RICHMOND, for CHATHAM

and NEWCASTLE, at one o'clock same day, arriving at

Chatham and Newcastle same evening.

Leaves NEWCASTLE, for SHEDIAK, at four o'clock on

WEDNESDAY morning, calling at CHATHAM and RICHMOND

on way down.

Leaves SHEDIAK, for SUMMERSIDE and CHAR-

LOTTETOWN, on WEDNESDAY afternoon at half-past

two o'clock, immediately on arrival of the Train.

Leaves CHARLOTTETOWN, for PICTOU, every

THURSDAY morning at half-past nine; returning, leaves

PICTOU, for CHARLOTTETOWN, at twelve o'clock same

night.

Leaves CHARLOTTETOWN, for SUMMERSIDE and

SHEDIAK, every FRIDAY morning at half-past eight

o'clock.

Leaves SHEDIAK, for SUMMERSIDE and CHAR-

LOTTETOWN, at half-past two, every SATURDAY after-

noon, arriving at Charlottetown at half-past one same

night.

The Steamer 'Heather Belle'

Leaves CHARLOTTETOWN, for PICTOU, every MON-

DAY morning at half-past nine.

Leaves PICTOU same evening—on arrival of Mail, about

six o'clock—for Charlottetown.

Leaves CHARLOTTETOWN, for BRULE, every

THURSDAY and SATURDAY mornings, at five o'clock

returning to Charlottetown same evenings, immediately after

arrival of Mail at Brule, at about five o'clock in the evening.

Steamer 'Murray's Bells' also runs to Morley Strait,

ART BRIDGE and ROCKY POINT, on the Hillsborough River,

every TUESDAY and FRIDAY—being market days.

FARES:

From Charlottetown to Pictou, or back, Cabin 12s., Steer-

age 10s. 6d.

Charlottetown to Brule, or back, Cabin 9s., Steer-

age 7s. 6d.

Charlottetown to Summerside, or back, Cabin 9s., Steer-

age 7s. 6d.

Charlottetown to Shediac, or back, Cabin 18s., Steer-

age 12s.

Charlottetown to Richmond, or back, do. 6.00

do. Miramichi, do. 6.00

Summerside to Richmond, do. 3.00

do. Miramichi, do. 3.00

Shediac to Richmond, do. 2.00

do. Miramichi, do. 2.00

Ch. Town to Brule, or back, 41s. 14d., or 4.00

do. Eastport, do. 1 17s. 6d., or 4.00

do. Portland, do. 2 10s. 0d., or 4.00

do. Boston, do. 2 16s. 3d., or 4.00

FARES—FREIGHT.

Charlottetown to Summerside, 1s. per barrel bulk.

do. Shediac, 1s. 6d. do.

do. Richmond, 1s. 6d. do.

do. Miramichi, 1s. 2s. do.

Shediac to Richmond, 1s. 6d. do.

do. Miramichi, 1s. 6d. do.

RETURN TICKETS to or from Charlottetown and Sum-

merside, 12s., available one week. Tickets void if parties

leave the island during the time.

EXCURSION RETURN TICKETS, at one first-class

fare, may be issued at any Ticket Office, to parties in five

or more going and returning together, and from any one

station within one week, it being distinctly understood that

unless these conditions are complied with, the Tickets will

be void.

SEASON TICKETS may be purchased at Office for indi-

viduals or families.

By Order,

F. W. HALES, Secretary.

Charlottetown, June 7, 1865.

BRITISH PERIODICALS,

—VIZ—

The London Quarterly Review, (Conservative.)

The Edinburgh Review, (Whig.)

The Westminster Review, (Radical.)

The North British Review, (Free Church.)

AND

Blackwood's Edinburgh Magazine, (Tory.)

THE American Publishers continue to reprint the above-

named periodicals, but as the cost of printing has

increased, they are now prepared to reprint them, and to

advance their terms as follows:—

TERMS FOR 1865:—

For any one of the Reviews, per annum, \$4.00

For any two of the Reviews, do. 7.00

For any three of the Reviews, do. 10.00

For all four of the Reviews, do. 12.00

For Blackwood's Magazine, do. 7.00

For Blackwood and one Review, do. 7.00

For Blackwood and any two of the Reviews, do. 10.00

For Blackwood and three of the Reviews, do. 12.00

For Blackwood and the four Reviews, do. 15.00

Subscribers in the British Provinces will remit, in addition

to these prices, TWENTY-FOUR CENTS A YEAR for Blackwood,

and MOST CENTS A YEAR for each Review, to cover the United

States Postage.

The works will be printed on a greatly improved quality of

paper, and while nearly all American Periodicals are

either reduced in price or reduced in size—and very gene-

rally both—we shall continue to give faithful copies of the

matter contained in the original editions. Hence, our

present prices will be found as cheap, for the amount of

matter furnished, as those of any of the competing period-

icals in this country.

Compared with the cost of the original editions, which at

the present premium on gold would be about \$100 a year,

our prices (\$15) are exceedingly low. Add to this the fact

that we make our annual payments to the British Publishers

for early sheets and copyright in Gold—\$1) justified us in this

time (Jan. 1865) nearly \$2.50 in currency—and we trust that

in the scale we have adopted we shall be entirely justified by

our subscribers and the reading public.

The interest of these Periodicals to American readers is

rather increased than diminished by the articles they contain

on our Civil War, and, though sometimes tinged with pre-

judice, they are still, considering their great ability and the

different stand-points from which they are written, be read

and studied with advantage by the people of this country, of

every creed and country.

THE FOUR REVIEWS FOR 1865.

A few copies of the above remain on hand, and will be

sent at \$5 for the whole four, or \$2 for any one.

We also publish the

FARMER'S GUIDE,

By HENRY STEPHENS, of Edinburgh, and the late J. P.

Norwood, of Yale College. 2 vols. Royal Octavo, 1600 pages

and numerous Engravings.

Price \$7 for the two volumes by mail, post-paid, \$8.

LEONARD SCOTT & CO.,

PUBLISHERS,

38 Walker Street, New York.

Poetry.

TWILIGHT.

September's slender crescent grows again

Distinct in yonder sparkling evening red,

Clearer the stars are sparkling overhead,

And all the sky is pure without a stain.

Cool blows the evening wind from out the west,

And bows the flowers, the last sweet flowers that bloom—

Of golden rods, many a heavy waving plume

Pale aster, that bends as if oppressed.

The summer's songs are hushed. Up the long

shore

The weary waves wash sadly, and a grief

Sounds in the wind, like farwells fond and brief;

The cricket's chirp but makes the silence more.

Life's autumn comes, the leaves begin to fall;

The moods of spring and summer pass away;

The glory and the rapture, day by day

Depart, and soon the quiet grave folds all.

O thoughtful sky, how many eyes in vain

Are lifted to thy beauty full of tears!

How many hearts go back through all the years

Heavy with loss, eager with questioning pain.

To read the dim hereafter to obtain

One glimpse beyond the earthly curtain, where

Their dearest dwell, where they may be or'er

September's slender crescent shines again.

—September Atlantic Monthly.

Select Literature.

AMY MOSS;

OR,

THE BANKS OF THE OHIO.

BY PERCY B. ST. JOHN.

CHAPTER VII.

which the name was escaped us, crawled in and out, and afforded refuge to many little animals neither lovely nor pleasant.

Many a snake and lizard, many a mouse and rat, many a toad, and many a frog, old Castaloga rouse as he advanced, swishing before him with a stick he picked up. But it was not for this he cared. What he looked out for was the bear, which prowled in that marshy place, and which on occasion had afforded to himself and others such glorious sport. But now a bear would have been a weak customer to deal with—though, even now, not too much for a man's venture—Castaloga looked warily around as he advanced, expecting every moment to see one of those awkward animals rise up and confront him.

He snuffed grimly as he thought of all Dick Harvey would have said, had he known Castaloga was in the Big Brake Dell without powder, and all through a trying time to save one of them cured Indians. "It is a dark hole, anyhow—but no powder to flash—I expect then I take two men to starve."

The ground was so tangled and difficult with vines and creeping plants, that Castaloga proceeded but slowly. His ear, however, drank in every sound and read every sign and feature of the woods. In a few minutes more he came in sight of the stream.

It was a narrow and sluggish bayou, of an exceedingly dangerous character to novices in the Big Brake Dell. In almost every part it was so overgrown with bushes, creeping parasites, vines and plants, that any one might have walked on, unperceived by the presence of water, and fallen in, in which case destruction was all but certain, the narrow stream of water being deep. It was not until he had passed the narrowest part, that he saw the narrow stream of water being deep. It was not until he had passed the narrowest part, that he saw the narrow stream of water being deep.

Castaloga had stepped out from the thick cover of the forest, and was about to seek the bridge which was invariably used by all who knew the place, when he caught sight of the bridge itself. He saw two Indians—the men he thought in his rear, but who had come down and intercepted him at the only place for miles round he could traverse the Dell—preparing to cross the bridge themselves.

One was close to it, the other was about ten yards in his rear.

Castaloga knew that he was not seen, and was preparing himself to run before his reluctant and fierce enemies—when his senses of sight and hearing were arrested by a noise of starting and the sound of feet on the ground. In his wildest moment of fanciful imagination, could not have expected such an auxiliary.

The bridge over the Dell Bayou was formed by a log-tree that had fallen across, and from which occasionally small branches as were inconvenient to their passage. The tree forked about the middle of the stream, and a log stood up apparently still green.

Castaloga, unperceived almost, in his wildest moment of fanciful imagination, could not have expected such an auxiliary.

The Indian was on the tree—astride and pulling himself on slowly—the log being narrow and too ill-shaped to be walked on, except as a run and under varying circumstances; and then, we can assure the reader from personal experience, the way a man moves in a caution to slow dogs. The Shawnee had slung his rifle, and on reaching the ford, was in the act of moving himself, when he yelped, leaping up on his feet, and made one leap to the bank where he came.

A roar, a growl, that would have shook the nerves of even any ordinary sportsman, at once explained the red-skin's terror. A bear was crouching in the foliage, whence he had just sprung on his feet. It was a huge animal, though not an active one.

"Wah!" said the second Indian, leveling his gun. But he did not fire, retreating instead towards the trees in which he was initiated by the first. The animal turned back and showed every inclination to decline any contest; but this in no way suited the idea of the Indians, who, proud always of killing a bear, saw in this some compensation for their disappointment with regard to the first.

Having gained a cover, they both fired. The bear started with an angry growl indeed, for both balls had hit him, though he was only slightly wounded. Castaloga could not resist the impulse of early education. The Indians were loading; he had nothing to fear. He prepared suddenly from behind his cover, and waved his hands to the Shawnee, who, however, continued loading.

"Ha!" he cried, "the Shawnees are dogs—look! a white bear!" he had leaped to his feet, and the two Shawnees can only fight one bear—Castaloga will leave them.

And he did not enter the forest, laughing heartily to himself as the singular event which had freed him from the attack of two armed Indians with whom he would have found it difficult to cope, without powder to load his gun. He would have liked to see the issue of the contest; but interests most dear to him were at stake, and he could not spare a moment for such a purpose.

He turned therefore, just as the bear made a spring towards the Shawnees, and began moving rapidly down the bayou towards the only other place where it was feasible, and that a narrow one.

As he neared the falls, the characteristics of the Big Brake Dell departed; the trees became small, the soil became dry, until the dull stream flowed at last over a wide and shallow expanse of gravel, through which Castaloga easily waded.

Where we must leave him and return to the Block House, where at that hour events were occurring of deep importance to the essential history of a time and a place which saw more tragedies in a single week of time—domestic in their character, it is true—than many a European country in a year (tragedies which fully explain the hatred of many Americans against the British).

There is scarcely an old family in the United States which cannot tell some terrible story of its ancestors, while many indeed have suffered all that is so expensively portrayed in the "Wep-of-Wis-tun-Wah," by America's great romantic.

We do not pretend to justify the burning hatred which many Americans of the western frontier feel for the redskins, a hatred which prompts sometimes to deeds of blood and rapine; but it is difficult for those who stand here to hope to comprehend the fearful and constantly recurring provocations which drive the kindly settlers of the west to terrible acts and murderous retaliations.

One must lose a beloved child, a dear and darling wife, a sweet companion of love and affection, by the axe of the untamed savage, to understand the cause which drive borderers to acts so much at variance with the pure and holy tenets of the religion which Americans, in general, not only profess but practice in their homes, their families, and in the relations of government and society.

CORRESPONDENCE.

TO THE EDITOR OF THE ISLANDER.

Sir:—Having received a communication from a gentleman in England, desiring of information respecting the Island, and seeking to invest capital in any legitimate source, whence a fair profit might be invested; I replied thereto, hoping to impress favorably, though describing (as I trust) truthfully its merits and demerits, and also furnishing statistics.

By last English mail, I was favored with a further communication, setting forth, as it appears to me, in language plain and truthful, a scheme whereby the welfare of the Island may be much enhanced, if those who are personally interested will help themselves, and those who desire the advancement of this Island would, by example or precept, encourage and assist in its fulfillment.

Having its publication may direct the attention of the farmer to a more remunerative crop than the importation of corn, and thereby increase his means and be well in his position, I beg to submit to your insertion, containing portions where I may not deem it positively necessary to give it in its entirety.

LONDON, 30th August, 1865.

Dear Sir,—I was duly favored with yours of the 10th inst., and accompanying documents, for which please accept my warmest thanks.

I have carefully perused your documents, and note the price of produce and stock, and the high price of labor (the food for unskilled labor), and although your land may be cheap, and each Farmer his own landlord, it is not very clear how he can become wealthy, or even get a fair return for capital (agricultural laborers here get 10s. to 15s. per week without ration). At the same time, I can well comprehend the force of your remark when you say "P. E. Island wants capital, energy and enterprise for its development." The wants are many and can be pointed out, but it is not easy to substitute a remedy. Looking at your statistics, exports, and the smallness of their quantity, after oats (which exceeds one million bushels), I do not see how capital can be profitably employed either in agriculture or in commerce.

The nature of your produce, and the small money value it fetches in a foreign market, after paying freight and all other charges, leaves a small return to go into the pockets of the producers. And again, looking at your prices, and the prices ruling here, I do not see any inducement to the merchant to embark capital in your trade.

I am rather struck at the anomalous position your statistics place you in, by showing you do not grow as much wheat as feed yourselves, but import four largely from your neighbors; and that you export more of your exports to the States to liquidate the imports.

Now, what occurs to me, that your farmers produce articles (barley, oats and potatoes) possessing too little money value for export, and after paying freight charges and commission, they get very little to themselves; and I would therefore suggest that they would grow a different class of crops for export, entirely, that is, crops possessing more money value, and by doing so, they would stand the chance of getting more for their own pockets. On a rough glance, the crops that appear to me to be more profitable would be Flax or Linseed, Hemp, Hops, and Beet Root, for the manufacture of Sugar. You will answer you have got no mills to manufacture the flax; or sugar factory to buy your Beet; or merchant to buy your Hops. I answer that is true, but the capitalist requires to be equally cautious, and you must expect him to go to the expense of placing down factories till he sees some prospect of getting a supply of the raw material. If any number of your farmers will join together and say they will grow 10,000 tons of Flax, or Hemp, or 40,000 tons of Beet, or 100,000 tons of Hops, I will undertake that they will not lack for Factories to take all their produce.

I would next glance at your Fisheries. Your waters seem to be teeming with fish, but the appliances are so small a scale. The whole should be under one management, with steamers to carry the produce to a central depot; and to do all this, a joint stock company would be the best, as the outfit would be heavy. If they can get your farmers to guarantee the growth of the articles enumerated, or any other thing possessing money value more suitable for your land and climate, and could give all your fishermen to come under the management of some central authority, and to receive a share in it, and so much money in lieu of their boats and tackle, then I think some good could be done both for the prosperity of the Island, and those connected with it. If you can suggest anything legitimate, possessing sound features for the investment of capital, showing a prospect of a good return, you need not trouble yourself about capital. The truth is, you must hold out some prospect to us here, and we will come to draw to your Island.

From these hints, if anything occurs to you, I shall be glad to hear from you at your convenience.

Yours truly,
JOHN ALDOUN.

Land Office, 30th Sept., 1865.

The Herald.

Wednesday, October 4, 1865.

ONE OF THE "HALF-STARVED" EDITORS ON THE "RAMPAGE."

We perceive by an editorial correspondence in the Examiner of the 26th ult., that its editor has attempted in the neighboring Provinces a task upon which he never ventured at home, namely, a defence of Confederation. As our contemporary has addressed in favor of the scheme what he, no doubt, considers good argument, we can do no less than duly note the fact, even at the risk of incurring a rejoinder of personal abuse. The wandering editor, in the first place, attempts a defence of all advocates of Confederation from the charge of self-interest in their zeal for the grand scheme. Of course, the champions of the measure, and especially those who, during their previous life, had been most loud in denouncing the volunteer organizations which have had "British consolation" for their object, and in urging the rejection of all schemes of union, "whether Legislative or Federal," calculated to strengthen the ties between the Colonies and the Mother Country—schemes which, when viewed from a Prince Edward Island standpoint, were only designed to rivet more firmly the chains which bound the "bleeding tenant" to the yoke of an exacting proprietary despotism—we say we admit that all the friends of Confederation, whether "new-found" or not, have a perfect right to offer such a defence of the fact that in them, as "E. W." has under date of "Shediac, Sept. 15, 1865," we must also admit a fortiori that the humble tax-payer, who will be most deeply affected by the proposed change, has a still greater right to scan closely the actions and motives of those who recommend the formation of a new nationality and the assumption of the duties and responsibilities of a quasi-independent, or, in other words, recommending a change which, while still retaining the trammels of Downing street in addition to the creation of a "secondary power" at Ottawa, would also impose upon a few scattered and undeveloped Provinces the greater share of defence against a rich and powerful neighbor, whose interests and destiny may be identical with our own, although hostile to those of European Governments—a change which would not only make us responsible for the quarrels of others, but also compel us to largely foot the bill of expenses. No public man of strict integrity and honesty need be afraid of passing through this ordeal; it is only your political Jack Ketch, who fears in every man an enemy or an officer of justice, that is ready to cry out against watchfulness on the part of the public. Let us examine, then, in the light of well-known facts, the logic and the pretensions of innocence which proceed from each prominent advocate of Confederation—our wandering correspondent among the rest. It is all very well for him to say that "the question of this kind are 'imperious,'" and that "the distributing of 'more milk' motives is a very fair dodge, such cannot impose upon any intelligent person;" but suppose we prove that no person in this Colony, save the advocates of this scheme, will derive any benefit from its adoption, and that in spite of

our "representative institutions," public offices under the first Confederate Government will not be the "gifts" of the people for "meritorious services," but rather the "gifts" of the Government itself for "services" rendered to the cause of Confederation, shall we be condemned for rejecting the scheme or doubting the purity and patriotism of its advocates? We would also here remark, before proceeding further with the argument, that although the editor of the Examiner is excessively chary about having motives attributed to him and his fellow-Confederates—he himself was the first—during the discussion last winter on the Quebec scheme, to attribute motives of "envy" and "malvolence" to all who opposed the scheme and exposed the inconsistency of its advocates, and if he now finds the tables turned on him, he may thank the wisdom of his own policy and tactics. The "dodge" may be "vital" to him, but he has attempted during the discussion of this great question, as well as on former occasions with more unequal success, "to bring fear upon a public question" by ascribing a man's hostility to it to mere selfish motives. We were not the first to impute motives, nor have we, during the whole progress of the question, sought a personal quarrel in order to divert public attention from the real point at issue; and as no base dread of a personal attack has ever yet deterred us from giving full expression to our views on all subjects of public interest, so neither shall it in the future. The exercise (vide Examiner, July 24) of "forbearance," therefore, towards us, is a mere waste of sentimentality, whatever our opponents—whose long experience, has, perhaps, in their own opinion, given them the special privilege to insult and abuse everybody who differs from them—may think to the contrary.

With the foregoing understanding, we shall, then, examine the question of Confederation as presented by the editor of the Examiner, and without introducing any personal further than what is absolutely necessary to his arguments. His remarks in defence of Confederation may be divided into three points, the first of which is, that a politician in the Maritime Provinces who favors the scheme, pursues a very "erratic course," and stands no earthly chance of receiving an office of emolument from the Confederate Government. Last winter, in the Canadian Parliament, the Hon. Mr. Cartier stated, in reply to a question put to him by a member of the House, that the first Confederate Parliament, and by consequence, the first Confederate Government, would be formed from the different Houses and Governments existing in the Provinces at the time the Union would take effect, though owing to a bait to have the question carried without an appeal, and therefore in the distribution of offices, those in all probability who had rendered themselves most obnoxious to the people would receive the highest reward. In Canada, the bait was quite successful, as the question was never submitted to the people, for if it had been, there is no earthly doubt but that it would be almost unanimously rejected in Lower Canada. In Nova Scotia it is well known that Dr. Tupper avowed his determination to carry the scheme through the Legislature without an appeal to the people, and he was only defeated in his design by the independence of the members. In New Brunswick, the Hon. Mr. Tilley was driven to the polls simply because a division in his cabinet forced him to do so. With these facts before us, it is rather late in the day to tell us that "public opinion" was to be consulted in the matter by the "plotters," or that those who advocated the scheme in opposition to the people stood no earthly chance of being rewarded. On this point we would invite the special attention of the reader to the following article from the St. John Freeman, which, we think, very conclusively substantiates our view:—

"The Quebec Scheme was called a Treaty by the Schemers. It frequently happens that treaties have secret articles; that only those articles which the framers suppose ought to be public, or objectionable, are published, and that what immediately concerns the high contracting parties, and what would excite universal odium if made known, is kept secret.

This was also said of the Quebec Scheme. It was not until the very first of the secret articles that the 'high contracting' thirty-three had taken special good care of themselves at the general expense; that it was not for nothing that the Delegates were so much afraid of the public, and that they were so anxious to get their names on the list of subscribers; that they had simply provided for themselves; that some were to be Judges of the new Court of Appeal, others to be members of the new Bank, etc., etc., not putting them in the scheme—if they are thought necessary at all—must be that Mr. Galt wanted something to give away in the secret negotiations with his followers, some price to pay for their abandonment of principle, and his followers were possessed, and to assure their friends that what they did was for the real interest of Protestantism in Lower Canada.

Mr. Dorion's name means good possession of a copy of this set of secret articles. Who will obtain and publish copies of the other set of articles by means of which Mr. Cartier has been able to lull another set of people and get them to write letters to the French of this Province entangling them to go for Confederation, as it was of the utmost importance to the Canadian French that the scheme should not miscarry, and of that by which Mr. Brown has been enabled to carry all his followers into the ministerial ranks and reduce them to vote against nearly all the measures for which they have been clamoring for years.

The first object of the secret history of the Great Company has been published by Mr. Dorion. Who will publish the second?

If, therefore, the people are now to be consulted, we need not thank the plotters, but those who have thwarted them; and it would be well to remind the people that the advocates of Confederation—now that an election is inevitable—with to remove the scheme, and their own association with it, from public view. This is rather a new "dodge."

It is refreshing to find the editor of the Examiner backing down from the narrow views which guided him last winter, when he declared that the utility of this Island to Confederation was the result of "certainty" and "certainty"—a certainty which, in his opinion, the British Government would do right not to notice, but to set at once into an obvious Union. He now ad-

mits that the Quebec scheme "is objectionable in some of its parts, especially to the small and poor colonies," nor is he sorry that it has been laid aside. The admission is well, and proves that the editor of the Examiner still retains a sense of justice and fair-play, which but for the promptings of ambition and the influence of a Canadian atmosphere, would lead him to adopt the more honest side in the discussion of a question of such momentous interest, and pause before he attempted to establish an American Ireland in the proposed Confederation. The instituting a parallel between the proposed Confederation of a lot of scattered, partially inhabited, and undeveloped provinces, which are separated from each other by natural barriers for five months out of the twelve, and whose productions are exactly alike with those of the temperate and the torrid zones, is either an attempt at deception or a very poor argument. Besides, it should be remembered, that if the neighboring Republic is the great and glorious country which he represents it to be, and which we admit it to be, he addresses one very strong argument in favor of the cry of annexation which is pretty loudly heard at times in Canada, for no poor colony need be afraid to throw in its fortunes with such a country as that.

A "ride on a rail" between Shediac and St. John has also furnished the editor of the Examiner with an argument in favor of Confederation and of the proposed Inter-Colonial railroad. Everybody admits the utility and advantages of railroads in certain countries, or sections of a country. They are the certain accompaniments of trade and civilization, and require no political hotbeds to hasten their growth; but everybody does not admit that, if the Magdalen or the West India Islands required railroads, the inhabitants of this Island should be taxed equally with those of the places just named for their construction. This is just where we differ, and we think the case only requires to be stated to show the injustice of such a policy as the editor of the Examiner would inaugurate. But with regard to the Inter-Colonial railway, there are very grave doubts entertained both as to its practicality and utility by authorities which even the editor of the Examiner is bound to respect. Take the London Times, for example—which our contemporary used to quote approvingly last winter, and we venture to say that the views expressed with regard to this chimerical undertaking in the article we are about to quote, find an echo in the breast of every rational thinking man, and more especially at the present time, when there is a fair prospect of "western extension" being accomplished, or, in other words, the junction of the American and New Brunswick lines of railway—a project which would most effectually kill the Inter-Colonial. As this article has already been extended to too great a length, we shall now come to a close by giving our readers the benefit of what the London Times says with regard to the Inter-Colonial railway. After some prefatory remarks, it goes on to say:

"The question is not only whether such a line is expedient in the abstract, but whether it is practicable at all, and whether the time is ripe for its execution. On both these subjects the very gravest doubt may reasonably be entertained. That it is no light undertaking is shown by the Report of Mr. Fleming to the Canadian Government, in which no less than fifteen alternative plans for executing this work are stated and considered without arriving at any conclusion. The line is full of the most appalling difficulties—difficulties, nevertheless, in every respect of their STUPENDOUS FULLY mounting. But some remain behind which may well deter the most sanguine projector.

By whatever route the line is conducted it will be sparsely populated, and the main traffic that is looked for at present is in the not very lucrative article of lumber. The line also has this unfortunate peculiarity, that its traffic can be tapped very near its source at Halifax by a branch from the present Grand Trunk Railway from Portland to Halifax, which will actually give a shorter line from Halifax to Canada through American than the proposed line through British Territory. Such is, in a few words, the enterprise we are to adopt—a gigantic enterprise in every respect of their STUPENDOUS FULLY the Grand Trunk Railway, by which we bought our experience of such lines so dear and apparently to little purpose.

The time may undoubtedly come when it may be worth while to enter into a scheme of this kind for the benefit of a population that does not now exist, and of settlements which have yet to be formed. At present we fail to see any justification for such an undertaking. During the secret negotiations the line is not wanted for a communication with Europe; during the five close months it may possibly be wanted, but can never be relied on. The severity of Nature is at any time likely to close it; of the winter it would be little or no advantage to us, who certainly by very little assistance from the hand of man. Nothing, indeed, would be more vain or presumptuous than to rely upon it as a means of keeping up the communication between the British Provinces and England the moment it became the interest of America to stop it. Of course in such a plan the greatest part of the expense must, in the first instance, fall upon Canada, and we have over and over again shown how unable Canada is to support the burden we propose to throw upon her. It is of little use talking of guarantees; for all practical purposes it would make but little difference if this country assumed the primary liability herself. Regarded either from a commercial, a political, or a strategic point of view, the plan possesses no one of the elements of success; and the most brilliant success, if it were achieved, would be of little or no advantage to us, which we would not seem, destined to pay for it, whether it be achieved or not.

The truth is, that we have our choice of two courses of policy with regard to Canada—a warlike, and a pacific; a retrograde and a progressive policy. We may set ourselves to raise up a rival power to the United States, and in order to defend that power from their attack, may plunge into such intricate financial difficulties as to deprive it of all attraction for the intending emigrant and even to drive out of it much of the population which has already chosen it as a home. We may look on our Colony as a military position to be defended, as a Roman colonia planted as a menace or a curb to a rival people which must be drilled or fortified, and kept open during the inclemency of a Siberian winter, at whatever cost to the Mother Country, and with a prospect of success to never smile. Or we may relinquish the hateful and useless occupation of struggling against nature, and look at our colony more with reference to the future than to the present, more with regard to its geographical position and commercial interests than to the hopeless task of its military defence. Those who regard Canada from this point of view would rather expend the money of England in improving her communication with those rich lands of which she is the natural outlet, than in forcing a worthless passage for hopeless succors across barren and inhospitable deserts. It is her great opportunity, which, if well used, will do more to make her independent of all fear of invasion from America than ten times the forts and armies of which we now dispose. The fortifications of Quebec and Montreal have, at any rate, this advantage—that they may for a while protect our troops, and possibly facilitate their embarkation. The Inter-Colonial railway can do neither but smother them with the prospect of a communication with the sea, which is sure to fall them just at the moment when it becomes most imperiously necessary for their preservation.

The cost of the road is estimated at £2,000,000 sterling.

POSTAL COMMUNICATION.

Now that we can boast of almost daily steam communication with the neighboring Provinces, and of weekly steam communication with the United States, and

whilst the navigation remains open, we ought to see that the internal communication of the country is as perfect and satisfactory as possible under existing circumstances. Localities situated along what are known as the main Post Roads of this Island, have a semi-weekly communication with Charlottetown; but there are other localities not so favorably situated, which are not possessed of even a weekly communication. We know many sections of the Island to communicate with which requires a longer time than with the principal towns of the neighboring Provinces, or even with many cities in the United States. In this right, we ask, or in calculating to promote the interests of all classes in the Colony? There should, in our opinion, be no section of the Island, and without direct postal communication with the capital at least twice in the week. There are some places, such as Souris, Georgetown, Summerside and Casumpec, which ought to have a tri-weekly, if not more frequent, communication; and to villages of such commercial and shipping interests, we think telegraphic communication ought also to be added. If a good system of postal communication, and also its equally important concomitant, the opening and maintaining of good roads, should necessitate a slight increase of taxation, the consideration ought not to be regarded as an onerous public securities. Indeed, we believe we have a man who will concede that taxes levied for such a purpose would be well applied, and would be repaid three over the increased enterprise and business activity. A country may possess all the faded wealth of Guiana, and as highly favored as the Land of Canaan, yet if it be undeveloped and remain unopened to capital industry and intelligence, its wealth and resources are of no more value than if their existence were never known. As charity is always said to begin at home, so progress, to be sure and permanent, must be founded on domestic economy; but the prosperity at which this Island has aimed, has always appeared to us to commence at the wrong end. This remark applies equally to educational, commercial and political matters, but it applies in an especial manner to the political and commercial. In the political, we need go no further than the history of Confederation to find an illustration of this commencement at the wrong end, for we believe that even the most ardent advocate of the scheme will, if pressed, admit that the hostile tariffs the various currencies, &c., which obtain in the Provinces, ought first to have been removed before any political union was attempted. 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