present law made provision for the punishment of assaults but not for insults.

Hon. Mr. MUIRHEAD thought the Bill, if it became law, would lead to litigation. He never knew a case where such a law was necessary and he hoped he never would.

Hon Mr. DINGWELL was of opinion that the bill would have a good effect for nothing led to breaches of the peace so frequently as abusive language.

Hon. Mr. HAYTHORNE would vote for the Bill. He believed a law of this kind would have a good effect though he did think it would be put in force very often.

The bill was reported from committee agreed to without amendment.

Adjourned.

THURSDAY, March 30.

Hon. Col. SECRETARY presented to the House Accounts from the office of the Controller of Customs and Navigation Laws showing the value of Imports and Exports, &c.

A Bill to authorize the establishment of an additional Small Debt Court in Queen's County was read a second time and referred to Committee.

Hon. Mr. BELL said it was a pity that the first Act to establish Small Debt Courts had not been passed upon a general principle so that the Governor in council might have the power to establish a Court in any district where the people desired it. It would be an improvement to have quarterly Courts and have them presided over by competent persons. At every change of Government there was a change of Commissioners and sometimes persons were appointed who could scarcely sign their names. That being the case how could they be expected to adjudicate upon complicated accounts? Our courts of justice should be above party politics.

Hon. Mr. McDONALD believed that many of the petitions for Small Debt Courts were got up by persons who expected to be appointed Commissioners. There were about thirty Small Debt Courts on the Island, and if they continued to increase them as they had been doing for some years past there would soon be one in each township. He did not think it was for the advantage of the people to have so many Small Debt Courts.

Hon. Mr. DINGWELL said it was easier to get law in this country than to get justice. The practice of changing commisioners upon a change of Government was against the interests of the people. It would be better to have fewer courts and have them established upon better principles.

Hon. Mr. HAYTHORNE would not oppose the Bill as he believed the parties who petitioned for it were rather inconveniently situated. With regard to the complaints which had been made he believed that the root of the evil was in the political character of the courts. He thought the best way to deal with the question would be to make the Commissioners elective for life or during good behaviour.

The Bill was reported from Committee agreed to without amendment, read a third time and passed.

Hon. Mr. REID moved that a Bill to add to the Act for the summary trial of assaults and batteries be now read a third time.

Hon. Mr. MUIRHEAD moved an amendment that the said Bill be read a third time this day three months.

The Committee divided on the amendment:—

Contents.—Hon. Messrs. Muirhead and Gordon—2.

Non-Contents.—Hons. Messrs. Walker, Dingwell, Reid, Bell, Strong, Beer, Balderderston and Haythorne—8.

The Bill was then read a third time and passed.

Adjourned.

FRIDAY, March 31.

A Bill to incorporate the Rustico and New London Steam Tug Company was brought up from the House of Assembly and passed through all its stages except the third reading.

Hon. the PRESIDENT referred to the necessity for a Steam Tug for taking vessels out in the fall of the year. Some of the Harbors on the north side of the Island were not good, and vessels were sometimes detained for weeks waiting for a favourable time to get out. Sometimes they had to remain all winter. Last fall, people at New London had to cart their oats to Malpeque or Summerside. He was glad that the people had taken the matter up and he hoped the Government would give them some assistance.

Hon. Mr. DINGWELL hoped that the example of the people in Rustico and New London would be followed by those in other parts of the country.

Hon. Mr. BALDERSTON said it was a large undertaking for one or two settlements but it showed that the people were in earnest and he hoped they would succeed. If the people there would succeed in improving their harbor the necessity for a Railroad would be in a great measure obviated. He understood that one-third of the capital required for a Steam Tug had already been subscribed in one settlement.

Hon. Mr. McDONALD had no objection to the Bill, but he did not approve of holding out hopes to the Company that they would receive assistance from the Legislature, for they were likely to prove delusive.

The Stock Farm Bill was again referred to Committee, reported agreed to, read a third time and passed.

A Bill relating to certain grants by the Crown, was brought up from the House of Assembly by Hon. Atty. Gen., read a first time and ordered to be read a second time to-morrow.

Hon. Mr. Haythorne, from the special Committee, appointed to report on a bill relating to physicians and surgeons, presented their report, and the same being read it was, together with the bill, referred to a Committee of the whole House.

Hon. Mr. HAYTHORNE said one of the principal objections to the bill was that it would exclude persons from practising, who now did so with acceptance, and, to obviate that objection, the special Committee had recommended that the following proviso be inserted:—

"Nor to persons practising midwifery, dentistry, or as nurses, nor to persons treating cases of cancer, nor to charitable persons voluntarily attending the sick."

Then the committee observed that the Board of Examiners was to consist of five persons, three of whom were to form a quorum, and a license to practise medicine or surgery, was to be signed by a majority of the Board. They were of opinion that a majority of those present at a meeting should have power to grant a license, and, therefore, recommended that the words "present at the meeting" be inserted after the word "majority." The committee also recommended the following amendment:—

"If any person who has, before the passing of this Act, been practising as a physician or surgeon in this Island, for a period of not less than five years, shall present to the Lieutenant Governor in Council, a memorial signed by not less than thirty persons, male or female, being householders or heads of families, and living within five miles of the residence of such persons so practising as aforesaid, expressing their confidence in him or her so practising, and their desire that he or she may receive a license to practise, it shall and may be lawful for the Lieut. Governor in Council in his discretion to grant to such person a license to practise as aforesaid."

With those amendments he thought the bill would be a useful measure, as it would prevent an influx of unqualified persons, and would not interfere with persons who were practising in the country with acceptance.

Hon. Mr. McDONALD did not approve of that part of the report which would give power to the majority of the Board present at a meeting to grant a license. Three, members of the Board would form a quorum two of them might differ as to the qualifications of an applicant for a license, and the third would give the casting vote. He would, therefore, move that that part of the report be disagreed to.

Contents—Hon. Messrs. McDonald, Col. Secretary and Beer—3.

Non-Contents—Hon. Messrs. Reid, Dingwell, Walker, President, Strong, Gordon, Muirhead, Balderston and Haythorne—9.

On motion of the Hon. Mr. Haythorne, the following amendment was inserted:—

The Lieutenant Governor in Council may grant a license to practise medicine on the Homœpathic System to any duly qualified person who shall produce a diploma or other satisfactory proof of competency, together with a memorial signed by not less than fifty persons, being householders or heads of families, requesting that such license may be granted, and no person holding such a license, shall be required to pass any examination so far as the practise of medicine is concerned.

On a clause limiting the time the act should continue in force to a period of five years being read.

Hon. Mr. Muirhead moved that all after the word "of" be struck out, and the words "one year from the passing thereof, and from thence to the end of the then next session of the General Assembly" be inserted.

The committee divided upon the amendment.

Contents—Hon. Messrs. Muirhead, Col. Secretary, McDonald and Reid—4.

Non-Contents—Hon. Messrs. Haythorne, Gordon, Strong, President, Balderston, Dingwell and Walker—7.

The House was then resumed, and bill was reported agreed to with several amendments,

On a motion being made that the report of the committee be now received,—

Hon. Col. Secretary moved an amendment that it be referred back to the committee for the purpose of striking out the clause limiting the time that the Act should be in force to five years.

Question on the amendment.

Contents—Hon. Col. Secretary and Hon. Mr. McDonald—2.

Non-Contents — Hon. Messrs. Gordon, Bell, Strong, Reid, Muirhead, Dingwell, Haythorne, Balderston and Walker—9.

A motion being made that the report of the Committee be now received—

Hon. Mr. MUIRHEAD moved an amendment that the report of the committee be received this day three months, but it was not seconded.

The question was then put on the main motion, and it passed in the affirmative.

Adjourned.

SATURDAY, April 1st.

On motion of the Hon. Mr. Bell the fourth order of the day for the third reading of a Bill relating to Physicians and Surgeons was discharged, and said Bill was referred back to a Committee of the whole House for the purpose of inserting the name of another Medical College in New York, in addition to the Colleges already named in the Bill. After some discussion, relative to the propriety of naming any particular colleges from which parties holding diplomas should be allowed to practice medicine or surgery in this Island, the House was resumed and progress was reported.

Hon. COLONIAL SECRETARY, on rising to move for the second reading of a Bill relating to certain fees for naturelization said the Bill had been introduced by the Government in compliance with a despatch from the Colonial Office. The Imperial Government had passed an Act by which the Colonies were bound relative to the mode by which foreigners may be naturalized. It was desirable that they should be liable to pay certain fees, and it would be contrary to rule for the British Government to pass an Act to tax colonists. They had sent out a despatch suggesting a certain scale of fees, and when the Act would be passed those fees would go into the local treasury.

The Bill was then read a second time, referred to Committee, reported agreed to without amendment, read a third time and passed.

A Bill to incorporate the Rustico and New London Steam Tug Company was also read a third time and passed.

Hon. COLONIAL SECRETARY on rising to move for the second reading of a Bill relating to certain grants by the Crown, said the Bill provided that in cases where the grantee of any land on the shores of the Bays and Rivers required his boundary to be defined he should have a right to apply to the Surveyor General, whose duty it would be to make a plan and draw up a Report and transmit them to the Governor in Council, and if they were approved of, a certified copy should be kept in the office of the Keeper of Plans, and should be taken as evidence in all Courts of Law. It also provided that the fees for such survey should be paid to the applicant.

The Bill was then read a second time and referred to Committee, and after some discussion relative to the propriety of granting the shores of Bays and Rivers out to the channel to private parties, the House was resumed and progress was reported.

A Bill was brought up from the House of Assembly by the Hon. Mr. Owen, to amend the Act relating to Public Wharves and Bridges,—read a first time and ordered to be read a second time on Monday next.

Adjourned.

HOUSE OF ASSEMBLY.

MONDAY, March 27.

Mr. McNeill submitted a Bill to Incorporate the Rustico Steam Tug Company—referred to private Bill Committee.

Hon. Mr. Kelly presented a petition from certain inhabitants of Mount Stewart Bridge and vicinity, who intend to form themselves into a Lime Company, praying for an Act of Incorporation. Referred to a Committee to report upon.

The House then resumed the consideration of the petitions undisposed of. Progress thereon was reported.

Hon. Mr. Duncan presented a petition from inhabitants of Wood Islands, praying for the establishment of a Small Debt Court. Referred to Special Committee to report upon.

The House resumed the consideration of supply. Among the sums voted was £1000 additional for the maintenance of the Lunatic Asylum, and £500 to purchase the good will of the contractors in the Charlottetown Ferry, and a sum sufficient to purchase the boats thereon. Progress reported.

The Report of the Commissioners having charge of the Poor House, was presented and read.

The Rustico Steam Tug Company Bill was recommended to be exempted from the fees usually exacted upon the same.

The House, upon motion of the Hon. Mr. Howlan, went into committee to consider the better protection of our inshore fisheries, particularly with reference to the protection of our oyster fisheries. A resolution was agreed to, recommending the amendment of the present Act regulating these fisheries, and a committee appointed to bring in a Bill in accordance therewith. The said Bill was accordingly brought in, and read a first time and taken up in a committee. Progress was reported, when the House adjourned.

TUESDAY, March 28.

The Bill to establish a Small Debt Court at Wood Islands, was read a first and second time and agreed to.

The Report of the Committee on petitions for new Roads was received and read, and ordered to be taken up in Committee to-morrow.

The Bill to Incorporate the St. Lawrence Lodge of Odd Fellows, Charlottetown, was taken up in Committee, amended and agreed to.

The Bill to Incorporate the Presbyterian Church, of Summerside, was amended and agreed to.

The Rustico Steam Tug Company Bill went through Committee without amendment.

The Bill regulating the scale of fees in cases of naturalization, was agreed to.

The House in supply made several appropriations for the public service. The Poor House grant of £600 called up a debate in reference to that Institution. Several members thought it might be worked more economically than it has hitherto been, without injury to the inmates. Progress was reported.

The House then adjourned until to-morrow.

WEDNESDAY, March 29.

The House went in to Committee on the despatches and papers upon the table of the House. The despatch in reply to the Joint Address of both Branches of the Legislature, last Session, asking for leave to introduce a compulsory measure similar in its provisions to those of the Irish Land Bill, was somewhat favourable and led to a general expression of opinion on the part of members that the present Session would not be allowed to pass without a Bill becoming law, which will apply more particularly to the unfortunate tenants on the Tracadie Estate. Earl Granville while regretting that he has not felt himself at liberty to advise Her Majesty to comply with the prayer of the address, says: "you will however, at the same time, assure them that, whilst I am not prepared to express any general opinion or to give any fresh instructions to the Lieutenant Governor respecting the settlement of this difficult question, I shall be ready to give my best attention to any measures prepared in the Legislature with that object."

The Wood Island Small Debt Court Bill and the Naturalization Fee Bill, passed a final reading; also, the Bill to define the limits of shore fronts granted from the Crown. The House then went into Committee to consider the Report of the Committee to whom was referred all road petitions. Progress was reported.

The Hon. D. Davies, from Special Committee, reported in reference to the petition praying for a reduction of internal postage, a Resolution recommending the reduction of all registered letters from 6d. to 3d.

The House then went into Committee to resume the consideration of the expediency of constructing a railway. After a protracted debate, progress was reported, and the House adjourned until to-morrow.

THURSDAY, March 30.

The Rustico Steam Tug Company Bill passed a final reading.

The Mount Stewart Lime Company Bill was introduced and referred to Committee upon Private Bills.

The House went into Committee to consider the propriety of amending the Act relating to wharfage. The amendment proposed is to define more clearly the party liable to pay the wharfage for articles shipped or landed, and to include potatoes and roots among the list of articles liable to toll. A Committee was appointed to bring in a bill in accordance with these amendments, which was submitted by the Hon Mr. Owen, read a first time and ordered to be read a third time to-morrow.

The Bill relating to certain grants by the Crown was read a third time and passed.

The Hon. Mr. Howlan presented a Bill to incorporate the Tignish Agricultural Society, which was referred to the Private Bill Committee.

The Hon. Pope presented the Custom House Returns.

A Bill to amend the Insolvent Debtor's Act was submitted by the Atty. General, and read a first time. Ordered to be read a second time to-morrow.

The House then went into Committee to resume the consideration of the expediency of building a railway.

After a long debate, the House adjourned.

FRIDAY, March 31.

A Bill to amend the Unfortunate Debtors' Act was read a first time. The amendments will be given more in detail as the measure progresses. One feature of the Bill is that, the creditor instead of the debtor shall have the power to appoint an Assignee.

A Bill from the Council to punish persons guilty of using provoking and insulting language towards others was discussed and disagreed to.

The Bill to amend the Unfortunate Debtors' Act, was then taken up in Committee and pushed through another stage.

The House then went into Committee on the Report of the Committee on New Roads, and after certain amendments were made was agreed to.

The Attorney General presented a Bill relating to the ungranted shores on the Hillsborough River, which was read a first and second time and progress reported.

The Hon. Mr. Pope introduced a Bill relating to Land Tenures. It is based upon the despatch of Earl Granville, and is desired to be compulsory to a certain extent and to relieve the tenants on the Tracadie Estate, and other estates similarly situated.

The House then adjourned until to-morrow.

SATURDAY, April 1.

House in Committee on the Bill intituled the Tenants Compensation Act amended.

The Bill to amend the Oyster Act received a second reading.

The Bill relating to Wharfage was read a third time and passed.

The Supplementary Estimates were laid on the table.

The Bill to Incorporate the Tiguish Agricultural Society, was read a third time and passed.

The House then adjourned until Monday.

THE following receipts taking from the *Scientific American*, of March 18th 1871, will be found valuable to House Keepers: "One pound of alum in every five pounds of tallow will make candles as hard and white as wax. The alum must be dissolved in water, then put in the tallow and stirred until they are both melted together, and then run in molds."

DEBATE ON THE RAILWAY.

(Continued.)

Mr. Sinclair said that his honor the Leader of the Government had stated that a tax of 2½ per cent. extra on our Imports, would be sufficient to meet the interest of the railway debt; and his honor the Atty. General endorsed that view. The reason for that course was obvious. When the Government had their party in caucus, they made a clean breast of what they believed would be required; but finding that they would not be supported in placing 2½ per cent. on Imports, Exports, and the free list, and doubling the land tax, they had taken a more deceptive course, and intended to impose upon the credulity of that Committee, by affirming that 2½ per cent. on imports alone would be sufficient. Their object evidently was, to carry the railroad bill, and afterwards tax to the required amount. He (Mr. Sinclair) contended that a larger sum than could be raised by 2½ per cent. on imports would be required for present liabilities, without taking into consideration the enormous expense of a railroad. The revenue, this year, was over £12,000 deficient of the expenditure, and for next year the Government were preparing for building an Asylum, purchasing the Stock Farm, and procuring a Steam-dredge, the cost of all which would be £12,-000. He maintained that, in order that the revenue should keep pace with the expenditure, it would require an increase of 4 per cent. on imports. It was stated that the bill could be so framed as to restrict the Government to £5200 a-mile; but he did not consider that a sufficient guaranty. The Government majority could, at any time, amend the Act and increase the sum. As to the warrants being all paid up, and the £50,000 in the Savings Bank, hon. members who made that statement, knew full well that the money in the Savings Bank was invested in the payment of those warrants. Such arguments were only calculated to deceive. The length of the railroad from Cascumpec to Georgetown, with branches to Tignish and Souris, would be in all 166 miles, which, at £5200 a-mile, would amount to £863,200, the interest of which would amount to £25,-000 a-year; to which, if you add the interest of our present debt, £9000, the total would be £61,000 yearly. This, taking our population at 100,000, would amount to two dollars a-head for interest. The great public works of the Dominion of Canada were alluded to, in order to show the advantages of increased taxation. He held in his hand the Dominion Year-Book for 1871, which proved that with all the expenses of public works in the Dominion, the interest per head of their debt was only 98 cents, not one half the sum required for building the length of railroad in this Island, as pointed out by the resolution under consideration. It was an undoubted fact that railroads in the Provinces barely paid working expenses. The Government should face the question honestly, and show how sufficient means were to be raised for such an undertaking, and then give that House and the country a reasonable time to consider this important question in all its bearings, before attempting to carry a measure that would inevitably place the Colony in a position of extreme financial difficulty

Mr. B. Davies said he wished to explain his allusion to the railroad laborers, or navvies as they were termed. As a class, they were considered rowdies, and at elections would, doubtless, support the Government that employed them. Those navvies were not up to the level of our early settlers in education or morals. The early settlers receive a sound religious training in their native country, and emigrated to these Provinces with the view of settling down and making British America their home, and the home of their children; but railroad laborers were of roving habits, and moved about and worked for the highest bidder, regardless of all other considerations.

Mr. Howlan said he was glad to find that the hon. member for Belfast (Mr. Davies) had found out his mistake in depreciating the laboring classes. It appeared that the views of that hon. member were suddenly modified. Probably he had discovered that the sons of some of his own constituents may have been at railroad employment. He would ask that hon. member what did many of the early settlers of Belfast, Fort Augustus, and other settlements of this Island bring with them to this country? They faced the forests of their new country, and earned a living for themselves and their children by hard labor and toil. It was indeed new doctrine to talk of proscribing any class of laborers. Was Canada, or any of the other Provinces ruined or injured in any way by navvies? He thought not. Those days of proscription were gone in America.

Mr. D. Davies said the railroad question was one of the first importance, and should not be viewed from a party stand-point. It was of too extensive a character to be dealt with in a narrow, party spirit. He believed the time had arrived in the history of this Island when the construction of a railroad should be seriously considered. Our resources and trade warranted that conclusion. As a people we were equal to the task. He would read the following extract, showing the working of the New Brunswick railroad.

Abstract from New Brunswick Railway Returns for 1871.

NEW BRUNSWICK RAILWAY,

Gross Revenue,	$195,557,36
Expenses,	$139,683,99
Profit,	$55,873.37
Proportion of above revenue in	
Freight,	$103,322.51
Ditto, Passengers,	81,973.69
Mails,	10,261.16
	$195,557.36
Freight traffic, equal to	52.83 per cent.
Passenger do.,	41.92 do
Mails,	5.25 do
	100 do
Of the above, the local passenger traffic is	95.82 per cent.
Through traffic,	4.18 do
Of freight,	79.60 per cent. is local;
And	20.40 through freight.
The proportion of the earnings absorbed in expenses, wear and tear, &c., is	71.62 per cent.

If a 3 feet 6 inch guage only consumes 40 per cent. of the earnings, and supposing a railway from Alberton to Georgetown would earn as much as the New Brunswick railway after deducting the 40 per cent, there would be $117,335 profit, equal to £35,205, currency, nearly equal to 6 per cent. on £600,-000. He (Mr. D. Davies) then proceeded to enumerate the various branches of industry that would spring up with the railroad, all of which would increase the revenue, and develop more fully the resources and material wealth of the whole Island. A thorough geological search should be made in those localities where coal and other minerals were supposed to exist, which, if discovered, would add immensely to the wealth of the Colony. There were large tracts of soft, or, as they were termed, swampy lands in distant parts of the country that could be easily drained, and rendered available. The time was not very distant when those swampy lands would become very valuable as grass and pasture fields. Our fisheries were proverbial all over the continent for their extent and productiveness; and it was well known that as our population increased, more of our people would engage in that profitable branch of industry. He then spoke of the obstacles by which all new projects were met by public opinion, and instanced, as a case in point, the Island Steam Navigation Company. It had been said and believed that their steamers would be failures; there was no trade to warrant such an expenditure as was required to build and equip a line of steamers between this Island and the sister Provinces; the Company would be ruined, and the line would break down. Those, however, who invested in that Company had faith in the enterprise, and they succeeded. Now, P. E. Island steamers were admitted to be a credit to the Colony. The same would, doubtless, be said of a railroad; but he had no fears as to the results. Nearly the whole of our public debt was caused by the purchase of lands. The wealth of the country had doubled within the past five years. The floating capital in Banks was required to assist the trade of the country, and he would not like to see that absorbed in a railroad, nor did he think it would be required. The railroad could be worked independently of any fluctuating capital in the Banks. He was also adverse to an increase of the advalorum duty. As to the navvies, we had nothing to fear from them. As a class, they were rather low in the scale of society, yet they would contribute to the wealth of the country.

Mr. Howatt said the fact that the steamboat Company was a success, only strengthened him in his poinion that the railroad should be built by a Company. He would rejoice to see the railroad built by a Company, and he would not object to a handsome subsidy in aid of any Company that would build the road. The resolution of his honor the Leader of the Government was not sufficiently explicit as to the future policy of the Government on the question, and he would, therefore, support the amendment submitted by his honor the Leader of the Opposition.

The Herald.

Wednesday, April 5, 1871.

THE Opposition, in the Railway debate, submitted the following resolution to the House:—

"That no resolution to frame a Bill upon, for the construction of a Railroad through this Island be passed in this House, until a survey of the route, by competent engineers, be first made, and the report of such surveyors, embodying their estimates of the probable cost of the road, be published for the approval of the people."

This resolution was rejected by a majority of the Representatives. We are unable to understand what practical good can be derived from a survey, except in giving expensive employment to several engineers. The honorable members, who supported the above resolution, had very probably, come to suppose that a survey to be submitted to the public was an indispensible prelude to a railway, and, of course, concluded that such a procedure was necessary. They never seem to have reflected that surveys are made almost wholly, in order to furnish such data to the contractors as may enable them to frame their estimates. If a contractor is content to drive along the projected route of railway, and make up his estimates for constructing the line from the data his observation has furnished, the company should be the last to complain. A heavy expense will have been saved at the very outstart, and if the contractor carries out faithfully the specifications, the company has every reason to be satisfied. What now has happened in our case? The Government proposes to construct a Railway in the Island, and contractors send in their offers immediately from Canada, the Provinces, and even from Britain. These men dispense with a practical survey. Their knowledge of the geology of our Island is sufficient, it would seem, to warrant them in undertaking the construction of a Railway at so much per mile. They know that we have no hard masses of granite or flint rock to be cut through, no huge mountains to tunnel, no deep and rapid rivers to bridge. They know that the mattock and the spade will be the tools most in requisition in our light friable soil, and that the few elevations of the surface will necessitate cuttings of the most slender description. And knowing all this, what necessity is there for a survey? True, it might retard the measure to an indefinite period; it would certainly lay a heavy and useless expense upon the country, and above all, it would embarrass the Government. Of all considerations, this last was, perhaps, the dearest to Mr. Wightman and his followers.

The Opposition resolution went a step further; it asked the survey and estimates to be laid before the people for approval. Now, let us make the supposition that minute surveys, with gradients, cuttings, embarkments and cost of work, were all laid before the Hon. Mr. Wightman, would he take upon himself to say that the plans were the best that could be made, and the cost reasonable? Is there a single individual among the twelve who voted for the resolution, with the exception, perhaps, of Mr. Benj. Davies, who deems himself qualified to give a reliable judgment on such matters? We do not believe there is. How then can they, men chosen from among the people, no doubt, for their superior intelligence, expect the people at large to pronounce a decision on details, which they, the very cream of popular intelligence, cannot grapple with or understand? The fact is, that in such questions, we must rely upon the authority of scientific men, and allow ourselves to be guided by them, not, perhaps, completely, but certainly in the main. Who then would form the judgment of the people upon the survey and estimates? Would it not be this same Opposition on the one side, and the Government on the other? And does not this bring back the matter to the self-same point from which it started? The Government has brought forward figures without stint; the project has been explained in its fullest details; estimates have been received from men willing to undertake the work; and the only reply furnished by the Opposition is, "we do not believe you." Why did the Opposition not bring forward Engineers to prove that the Government was wrong in its figures and calculations? If they had the interests of their constituencies as much at heart, as they pretend to have, their plain course was to oppose authority to authority. Instead of this, we hear them telling how much a mile, a line in Nova Scotia cost, without making the slightest allowance for difference of soils. They further tell us that certain lines in Canada and the neighboring Provinces, do not pay their working expenses. Will these gentlemen inform us what in Canada does pay? Public offices pay their holders handsomely, and that is about all which that venal and corrupt Government can boast of. We neither are, nor can afford to be extravagant. Had the Railways in Canada been managed from the beginning with the same economy which we hope to see practised in ours, we would hear no complaints of their being profitless.

It is impossible to conceal the fact that a great deal, if not the whole of the press opposition to a Railway, arises from a personal dislike, which certain parties entertain against the Premier. These *patriots* do not so much regard measures as men. Had Mr. Pope and his associates consented to accept the overtures of certain men in opposition, and had they formed a strong Government, from which Catholics would have been excluded, Mr. Pope would have been a marvellously proper person, and his Railway Bill the very thing the country needed. The *Patriot* would have praised the measure, and Mr. Laird would have carried everything before him. Events belied Mr. Laird's anticipations. His schemes for isolating the Catholics and working his own aggrandizement failed miserably. He now seeks to hide his chagrin under the garb of a "patriot," and gratify his revenge in the guise of a popular hero. That Mr. Laird is conceited enough to think himself endowed with the qualities which go to form both these characters, we believe; that he ever dreams that the people take him at his own estimate of himself, after the strong evidences to the contrary, which have been furnished to him in several electoral districts, we cannot credit without supposing him bereft of all common sense.

THE RAILWAY DEBATE.

AFTER a protracted debate, the railway question was brought to a vote on Monday night last. We are glad of it, and we are better pleased that a majority of the peoples representatives have decided in favor of it. The debates which we shall publish, will show that the best of the argument rested with the pro. railway men; and the experience of the practical operations of the railway will, we feel fully confident, justify the position taken by its friends. The Government Resolution reads as follows:—

"*Whereas* the Trade and Exports of this Island have much increased during the past few years, and whereas it is found almost impossible, in the absence of stone or gravel, to keep the roads in an efficient state of repair, to render easy the transport of the productions of the Colony; and, whereas the construction and maintenance of a line of railway through the Island would greatly facilitate its trade, develope its resources, enlarge its revenue, and open more frequent and easy communication with the neighboring Provinces and the United States,—

"*Resolved*, therefore, that a Bill be introduced, authorizing the Government to undertake the construction of a Railroad, to extend from Cascumpec to Georgetown, touching at Summerside and Charlottetown, and also Branches to Souris and Tignish, at a cost not to exceed £5,000, currency, per mile, for construction, including all surveys and locating the line, and all suitable stations, station houses, sidings, turn-tables, rolling stock, fences, and all the necessary appliances suitable for a first-class Railroad; and the construction of suitable wharves at Cascumpec, Summerside, Charlottetown and Georgetown, provided the contractors for building and furnishing the said Railroad, accept, in payment, the Government Debentures of Prince Edward Island at thirty years at par, without any allowances for discount or otherwise."

The amendment proposed by the Hon. Mr. Wightman, the Leader of the Opposition, submitted the following amendment:—

"*Whereas*, the General Election for both branches of the Legislature, having recently taken place, and the question of constructing a railroad was not then before the country; and, *whereas*, there are two petitions before this House against the building of a Railroad, and not a single petition in its favor,—

Therefore, Resolved, That it is the opinion of this House, that, in legislating on a question of such importance as the construction of a Railroad throughout the Colony, due regard should be had to the opinion of the public, and as there is no expression of public opinion in favor of such legislation before this House, it would be well to defer passing a Bill for the construction of a Railroad during this Session, thus allowing the public sufficient time to consider and approve of the measure.

At one o'clock, on Tuesday morning, the vote was taken upon both Resolutions. The Government Resolution was sustained and the amendment rejected upon the following vote:

FOR THE RAILROAD:

Hons. Messrs.	Pope,	Messrs.	A. C. McDonald,
" "	Howlan,	"	Moar,
" "	Owen,	"	Reilly,
" "	McEachen,	"	Cameron,
" "	Perry,	"	Arsenault,
" "	D. Davies,	"	J. A. McDonald,
" "	Richards,	"	Munroe,
" "	Brecken,	"	Kelly,
		"	Lefurgy.—17.

AGAINST THE RAILROAD:

Hons. Messrs.	Wightman,	Messrs.	Howatt,
" "	B. Davies,	"	McMillan,
" "	Callbeck,	"	Hooper,
" "	J. Yeo,	"	McLean,
" "	P. Sinclair,	"	McNeill,
		"	Beer.—11.

The result was received with the greatest enthusiasm by the dense assemblage without the Bar and the galleries. Space forbids us particularizing to-day, the outlines of the arguments either *pro.* or *con.* the railway. We have merely time and space to congratulate those members who, in the face of much factious opposition, voted for this truly great measure. Time and experience will do full justice to them, and many years will not elapse after the railroad shall have been constructed and in operation, until even the opponents of the question will acknowledge their mistake and thank the seventeen independent men who conferred upon this tight little Colony, the great and undeniable advantages of railroad communication.

DR. HUTTON, Principal of the Deaf and Dumb Institution, Halifax, N. S., acknowledges through the *Patriot* the receipt of £5. 14s. 9d., from frinds in this Island. He also states that he has six pupils from this Island, under his charge who are making favourable progress; yet none of whom are in circumstances to pay for their board and Education, and trusts that the good people of this place will continue to remember the claims of "these children of silence." We hope so too. Dr. Hutton's claim to the charity of our people is of a sacred NATURE.

The "Catholic World" will be noticed in our next.

LAST Saturday's *Patriot* afforded choice Sunday reading to Elder Laird's patrons. The most scurrilous articles, mingled with falsehoods, found their way into its columns. We are not surprised at its dishonesty in dealing with the railway question, and its misrepresentations on the subject. It is disgraceful, however, for any journalist—but in harmony with Mr. Laird's character—to give false figures upon any important subject like the railway, and to keep back from his readers all reliable information. In order to do this, and to keep up the delusion that he is serving the best interests of the country, he excludes from his paper the debates in the House of Assembly on the railway; but he stuffs his readers with false figures, and with misrepresentations of those who favor the construction of a railway. The smallest circumstance is turned to service in this base work. For example, in order to prove the extravagance, and, we presume, the venality and corruption of railway men, it is asserted, in one of the articles to which we allude, that "Dr. Reilly" received 30s. last summer for his attendance to Legislative business, in connection with the break-up of the late and the formation of the present Government. No person, we presume, expects members to work for the public for nothing. We don't think that the Elder, who grasps the whole of the City printing, would work for nothing. No body would, we feel sure, think of accusing him of such a weakness; but if 30s., which were honestly earned, happen to find their way into our pocket, the patriotic David immediately sets up a howl, accusing us of corruption, &c., and the public are implored to turn the Coalition Government out of power, and to oppose the construction of a railway. This is the extent and pith of the opposition of Mr. Laird to the Government and the railway. Nothing that could be dignified by the name of an argument has been advanced by the *Patriot* against the railway. Its proprietor is too dishonest and too cowardly to publish the debates on the subject and to allow his readers to judge for themselves as to its merits. The man who could act in this way is undoubtedly a stick-in-the-mud fossil, altogether useless for practical purposes. Ten years after the railroad is built, he will be looked upon as a curiosity, for having opposed the measure and laughed out of the community. But to revert to the 30s. argument of the *Patriot*, we may inform Mr. Laird, and he must be well aware of the fact, that we did not improve our financial position by attending the caucusses of last summer, not even to the extent of 30s., for we neither asked nor received a shilling for our attendance. If Mr. Laird tells us that an order for that amount is at our disposal, we are quite willing to transfer it to him and thus satisfy his greed; but do not let him tell any more lies about it. We believe that several other members, whose names have been singled out by the *Patriot*, are in a similar position to ourselves, as they neither asked nor received a penny for their attendance. Even if they had, they were as fully entitled to it as the Hons. A. A. McDonald and L. C. Owen. But these gentlemen happen to be Mr. Laird's brothers-in-law, and it would not do to try and make them out mercenaries. Mr. Laird's rule of judging men is certainly not the golden one. It is peculiarly one-sided, and is evidently not obtained from the Book of Books, by which, no doubt, the pious Elder pretends to be guided.

OUR readers will scarcely believe, that Mr. David Laird takes to himself the credit of keeping the Catholics in office during the late Government. The *Patriot* of Saturday last, gave to the world this curious bit of intormrtion. The assertion is of course fraught with "truth" and "honesty"—virtues of which the presiding genius of the *Patriot*, claims a monopoly. And thus it comes, that we Catholics have to thank Mr. Laird, that we were not driven into the cool shades of opposition. It would seem that we positively lay at the mercy of the Puritan Cyclops, and he had it in his power to crunch us all up. But the giant compassionately spared us—he would not drive us out into the cold—he would rather remain there himself—and so he remained, and has every prospect of continuing to remain. It is our fear, that we may have been doing Mr. Laird a wrong in imagising him a sort of fossilized specimen of the Puritan, dating back to the days of Praise-God-Barebone, a culminator of all creeds save his own, and a persecutor if he had the power. The generous deed now brought to light shows us how dangerous a thing it is to judge a man by his public actions,—and his written and spoken words, without hearing from his own lips the good things he has been doing in secret.

What a set of shameless, reckless thieves these great Liberals of Italy must be, and how greviously they are oppressing the honest industry of the country in the name of unity and freedom. While yet the Pope retained the government of Rome and the strips of territory attached to it, they said that this was the cause of uneasiness and uncertainty which rendered excessive expenditure unavoidable. Now they have seized Rome, and the expenditure, instead of being smaller, has increased enormously. A few days ago we were told that the Minister of war had demanded an extraordinary appropriation of forty million dollars to put the military force in proper condition, and a latter telegram says:

FLORENCE, March 17.

In the chamber of Deputies the Minister of Finance presented an excuse for the non-presentation of the budget, said there was a total deficit of two hundred and seventy millions to be provided for. He proposed to augment the issue of bank notes by one hundred and fifty millions, and to increase the taxes ten per cent over the present rates throughout the kingdom.

The Italian Parliament will meet in Rome in July, to vote on the budget.

The taxation is already so excessive that many of the taxes are collected at the point of the bayonet.

Meantime the idle, worthless rabble of criminals and debauchees who hate the religion which threatens them with eternal punishment for sin, are allowed to indulge their fiendish hatred, and, indeed, there is much reason to believe that they are prompted by the Government to commit those revolting excesses which horrify Christendom.—*St. John Freeman.*