

LONDON, April 13.

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CHARLOTTETOWN, WEDNESDAY, APRIL 26, 1871.

Parliamentary.

LEGISLATIVE COUNCIL.

(Continued from Herald.)

Hon. Mr. Bell said there was a great deal of dissatisfaction in the country about that office. He did not know what the fees amounted to, but some said they amounted to £1,500 a year, and others said £2,000.

Hon. Mr. HAYTHORNE said he hoped the members of Government were in a position to give the House some further information upon that subject.

Hon. Mr. McNEILL replied that the Government had come to an agreement with the owner of the *Ora*. He had consented to take £150 less for the boat than the valuation had awarded him, and he had commenced running that day under that management of the Board of works.

Hon. Mr. HAYTHORNE referred to the great distress in France, and said he was glad to see that appropriation in the Bill. The people of Great Britain had subscribed liberally and he believed it would tend to perpetuate a feeling of amity between the two nations.

Hon. Mr. HAYTHORNE proposed a clause giving a vote to stockholders for each share, and after a few remarks from different members relating to passing such an important measure, with so much precipitation, the House was resumed and progress was reported.

Hon. Mr. HAYTHORNE said he considered the Tenants' Compensation Bill a mere sop towards the settlement of the Land Question, and he also considered that the despatch just read invited them to move extensive legislation on that subject.

Hon. Mr. HAYTHORNE said that the prayer of the Address was not answered, still they were encouraged to pass an Act and send it home for the consideration of the Imperial Government.

Hon. Mr. HAYTHORNE said he believed that our one-third of the farmers were still tenants. They had assisted in making many of their fellow-colonists freeholders, and to tax them for a great public work, from which many of them would derive no benefit, which they had not an opportunity of becoming freeholders, would be very unjust.

touching an intermediate wharf. He asked on behalf of his constituents a small sum for that purpose, contingent on the working to the advantage of the public.

Hon. Mr. HAYTHORNE said he would be very glad to see the ferry boat substituted by a bridge, but the question should have been taken up in connection with the railway, for if it was practicable to build a bridge there, that was the route the railway should take.

Hon. Mr. WALKER said it was a private matter, and had nothing to do with the railway. If the railway were to go that way direct to Georgetown, he would have opposed the measure.

Hon. Mr. McNEILL said the Bill was a good thing in that respect as a bill for the country, for he believed the enterprise would cost only £100,000. At the same time, he had no objection to it, but he would not support it unless it was put into the hands of the Government.

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Mr. PERRY would ask if the hon. member (Mr. Sinclair) would make the country better a railroad could be built without an increase of duty? We ask for 24 per cent. in order to make 25 per cent. for the country.

Mr. CALLECK said it was wrong to increase taxes materially without consulting the wishes of the people. An increase in the tariff had a tendency to increase smuggling.

Mr. POPE said the policy of the Opposition was to cry out with all their might against the Government, but they should not forget they also imposed an additional tax, before now, without an appeal to the people.

Mr. B. DAVIES said that if the railroad was to be built, the bridge in question would be a great advantage to the country, and he would support it.

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period of monopoly for such a heavy undertaking. The Legislature should provide the interest of the money required to construct the bridge.

Mr. B. DAVIES—Had this bridge company acted as did the City Council, on the subject of water works, procure a survey and estimate of the probable cost, it would give some idea of the great work, which, doubtless, was only second in importance to that of the Railroad. Good steam facilities on the Hillsborough ferry, were, in his opinion, more practical than the proposed bridge scheme.

Mr. BEER was glad that hon. members on all sides appeared to be alive to the necessity of giving their rights to those on the South side of the Hillsborough. The projectors of this great work were disposed to proceed at once, and they would employ competent engineers, who would report on the probable cost and practicality of the enterprise.

Mr. A. C. McNEILL said that when the Railroad would be built, the bridge in question would be much required. Every encouragement should be given to the Company. No doubt some benefit would be derived from the project to protect it against the ice. This undertaking was next in importance to the famous Thames tunnel, but if a company was willing to take hold of the work, no obstacle should be thrown in their way.

Mr. D. DAVIES alluded to the excellent facilities given on the Ferry between Halifax and Dartmouth, N. S., on which, he said, were two steamers constantly plying. A similar contract to that might be given here, subject to proper restrictions, with a subsidy which, in his opinion, would answer all the required wants of the country.

Mr. A. C. McNEILL said that he would legislate for the future as well as the present on subjects of such lasting importance to the material interests of the country. A monopoly of 50 years might prove a great evil.

Mr. DAVIES said that the bill only provided for cases which might arise because of the absence of the Lieutenant Governor from the Island, he could see no harm in passing it.

Mr. CALLECK did not conceive that the Bill would be productive of any ill effect. After some further remarks from hon. members the Bill was lost in Committee.

Several conferences were held with the Legislative Council on the Hillsborough Ferry Act and other matters. At five o'clock, in the afternoon, His Honor the Lieutenant Governor and suite came down to the Council Chamber, and, after giving his assent to the Acts of the Session, prorogued the House.

HOUSE OF ASSEMBLY.

WEDNESDAY, April 26.

Mr. CALLECK said that it would appear that the Bill made no provision for West River. He spoke of a small steamer being built by a Company in Charlotte, to ply on Rocky Point Ferry; that steamer could also go to West River.

Mr. SINCLAIR said that the mode in which the Government proposed to classify the land was a tendency to prevent the general increase of the revenue in proportion to the increase of population. It was an acknowledged fact that a high traffic would raise a proportionate revenue with a medium traffic. He could not see the justice of plac-

ing a definite portion of the revenue aside for the special purpose of a Railroad. The general revenue, ere long, would, doubtless, have to be increased, and it was folly to suppose it could be raised by an impost tax alone.

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THE OFFICE OF THE PUNGEONS CLENFUGOS MO-LASSES. HYNDMAN BROS. at the Athenaeum. March 28, 1871.