authorize the construction of a railroad in Prince Edward Island. The said bills were read a first time, the first named was ordered to be read a second time on Monday next, and the railroad bill on Tuesday next.

A Bill was brought up from the House of Assembly by Mr. McNeill to incorporate the Mount Stewart Lime Company—read a first time and ordered to be read a second time on Saturday next.

Hon. Col. Secretary introduced a Bill to amend the law of evidence, and said the object of it was to declare that deeds, grants, powers of Attorney, &c., executed abroad and proved in our Registry Office should be considered *prima facie* evidence in any court without the trouble and expense of sending a commission abroad, to England, the United States or elsewhere, to go through the form of proof in a Registry Office. The said Bill was read a first time and ordered to be read a second time on Saturday next.

Hon Mr. Bell presented a petition of George Peake, Louis H. Davies and others, asking for an Act of Incorporation for a Skating Rink Company.

Hon. Mr. Gordon said that as he saw his honor the "Minister of Public Instruction" (Mr. McDonald) in his place he wished to ask what course was proposed to be adopted with respect to school books. There should be one uniform series prescribed, but instead of one there were five or six different series in use, and having so many was calculated to retard the progress of the pupils, and also to place the teachers at a disadvantage.

Hon. Mr. McDonald replied that when the Free School Act was introduced the Board of Education authorized the Irish Series of School Books; but some years afterwards it was brought to their notice that Nelson's Series was preferable and an order was made to adopt that series. Then some two or three years afterwards the Irish improved National Series was brought to the notice of the Board as an improvement upon any in use and it was adopted. That was the only series now authorized by the Board.

Hon. Mr. Beer presented a petition of certain inhabitants of Lots 33 & 34, against the proposed line of railway, and on doing so said it was very respectably signed by about 400 of his constituents and he trusted it would have some weight with the House.

Adjourned till Saturday next.

HOUSE OF ASSEMBLY.

Monday, April 3.

House in Committee on the Bill relating to compensation to tenants. Progress was reported.

The Bill to incorporate the Mount Stewart Lime Company was read in Committee and reported agreed to.

The Bill repealing the Inland Fisheries Act was read a third time and passed.

The House went into committee on Roads Bridges and Wharfs, and reported progress, after which, those of the Road Scales which were ready were presented and passed. The House then adjourned for dinner.

In the afternoon the House went into Committee to resume the consideration of the expediency of building a railroad. The following resolution was submitted by the Leader of the Government: * * *

[See Herald of last week.]

The Hon. Mr. Wightman moved the following as an amendment: * * *

[See Herald of last week.]

The amendment was lost on a division of 17 to 11. At two o'clock in the morning the House adjourned.

Tuesday, April 4.

House in Committee on Roads and Bridges, and the appropriations therefor. Attention was called to the fact that Road Commissioners frequently exceeded the sums placed at their disposal, and thus encroaching upon next years' grant. All contingent expenses incurred during the year should be provided by the Government and not out of the small appropriation made for the ordinary expenditure.

Adjourned for dinner.

In the afternoon the House went into Committee on the Bill to authorise the Government to construct a railroad, on the conditions contained in the Resolution submitted by the Leader of the Government, and carried by a majority of the House of Assembly.

The House then adjourned.

Wednesday, April 5.

The consideration of the Tenant's Compensation Bill was again resumed. The Bill was agreed to in Committee without amendment, after which several pauper scales were submitted and passed.

The House then went into Committee to receive the unsubmitted Road Scales; after which the Hon. Mr. Kelly presented a Bill relating to the definition of boundary lines. Read a first time, and ordered to be read a second time to-morrow.

Further supplies were granted—among hem, £100 for a packet to St. Peter's—; after which the Railroad Bill received a third reading, when the House adjourned.

Thursday, April 5.

The Hon. Mr. Pope informed the House that William Richards, Esq., had been sworn in a member of the Executive Council of this Island.

The Tenants' Compensation Bill passed its final stage.

Further supplies for the public service were then granted.

A Bill from the Council relative to the President of that Body becoming Administrator of the Government in certain contingencies, was introduced and read a first time.

The Hon. Mr. Pope presented a petition from George Peake and other citizens of Charlottetown, praying for an Act of Incorporation under the name of the Charlottetown Skating Company. Referred to a Committee to bring in a Bill in accordance therewith.

The Attorney General introduced a Bill relating to law costs and other proceedings which received a first reading.

A Resolution to encourage steam communication between Charlottetown and Mount Stewart Bridge was agreed, and a Bill ordered to be brought in accordance therewith.

The Boundary Line Bill was read a second time, after which the House adjourned until Saturday.

Saturday, April 8.

The Returns of the Rustico Bank were laid on the table.

The Report of the Committee of Public Accounts was submitted.

The House went into Committee on a Bill relating to Law Costs and Proceedings which was reported agreed to without amendments.

The House granted further supplies for the Public Service, among which was a sum sufficient for the purchase of a Steam Dredge for the use of the Colony.

The Hon. D. Davies introduced a Bill from the City authorizing the Corporation to commence the construction of water works, which created considerable discussion. It was finally passed through Committee and ordered to be posted for the information of the people.

The Bill to define Boundaries went through Committee without amendment.

The House then adjourned until Monday.

DEBATE ON THE RAIWLAY.

(Continued.)

His honor the Leader of the Government, after disposing of an altercation with his colleague (Mr. Howatt) proceeded to animadvert, in strong terms of self-defence, on the false and malicious reports that were circulated and published by a portion of the press of the colony for the sole purpose of defaming his public and private character, and with the view of deceiving the general public touching a question of the greatest moment to the best interests of the whole people. He (Mr. Pope) then reviewed, in detail, some of the leading accusations published against him by parties whose saintly pretences were calculated to deceive some people, to the effect, that he was actuated by selfish and sordid motives in advocating the construction of a railway; and that the Government of which he was Leader, was not to be trusted. The position, however, which he and his colleagues in the Government occupied before the public would, in every point of view, compare favorably with that of their accusers, whose opposition was attributable to selfish and factious motives, more than to any well-grounded argument against a railroad. His object was, to convince the people of this his native country, that he was acting for their good, and to leave with his own and their children substantial proofs of his desire to open up the best resources of the country, and promote its real and material wealth and prosperity, despite the foulest calumny and basest ingratitude of his unscrupulous opponents. He (Mr. Pope) said the amendment submitted by the hon. Leader of the Opposition (Mr. Wightman) admitted the railroad principles as strongly as he did his resolution, the only real difference being that of surveying the line, which only signified a delay. He then read a communication from Sir Charles fox and Sons, the well-known Civil Engineers of London, showing that the Island railroad could be constructed for £3000 sterling a mile.

Mr. B. Davies defended the Opposition press, and reverted to the fact, that a large portion of the Island newspapers were in favor of the Government, and should be able to meet the arguments of their opponents. He believed the real object in view was Confederation. The railroad was the means to be employed for the purpose of involving the country in debt. The Dominion Government would then have to relieve us, and subsequently control our destinies. The course pointed out in the resolution of the Opposition was in accord with the method generally followed in the United States, and was always followed by the best results. He would not question the correctness of the offer alluded to in the letter of Sir Charles Fox and Son, who, no doubt, were very eminent men.

Mr. Atty. General said the main idea with the Opposition was, locate the line and go to the polls. It was unnecessary to allude to the motives which suggested that course of action. As to the falsehoods of a certain newspaper, all that was required to satisfy the public as to their malice, was a knowledge of who those patriots were. For his own part, he had reason to believe that the abuse of a certain clique tended to increase rather than lessen the number of his supporters. How was it, he would ask, that other hon. members of the Government were not abused and villified as well as the hon. Leader and one or two more, who were denounced as traitors, and everything that was bad? Surely all the colleagues of the hon. Leader of the Government were equally culpable, and yet not a word was uttered against them. Why were not hon. members of the Government from Georgetown and Cardigan held up to scorn with their much abused colleagues? The Dominion Government were building their own railroads all over their vast country, and it was utter nonsense to suppose they would be concerned about our local affairs. If companies undertook to build railroads, it was with the view of making money. Then why should not the Government control the work?

Mr. Reilly would rather that hon. member would debat the question on its own merits; but, whilst he would not blame the hon. member for Belfast (Mr. Davies) for defending the Opposition press, he could not allow his remarks, to the effect that the press in favor of a railroad were actuated by improper motives. The press, like politicians, had to stand or fall by their character. It was amusing to hear hon. members who boasted that they were liberals, opposing such a liberal measure as a railroad. Those who pretended to say that a railroad would lead to Confederation could not surely be sincere. Did they not know that it would enhance the value of our Island, and thereby tend to keep us out of confederation?

Mr. Sinclair reviewed the question of railroads built by Government, and contended that as a rule such works did not pay when in the hands of Governments, and instanced the railways of the adjoining Provinces as proof of his arguments. He then quoted extracts from stastical returns to show that the railroads of Nova Scotia and New Brunswick did not pay more than working expenses. He was in favor of a railroad, but not on such an extensive scale as that proposed by the resolution of the Leader of the Government. We should keep within the resources of the colony. The people had not been appealed to on the question; and the Government were not justified in taking action on such an important matter until the country was prepared for it. If we were placed in embarrassing circumstances, we might be glad to join Canada.

Mr. Howlan was surprised to hear the hon. member for New London (Mr. Sinclair) speak so disparagingly of the railroads in the adjoining Provinces, when facts and figures to the contrary could be produced. He could assure that hon. member that there were those in the Province as opposed to Confederation as he (Mr. Sinclair) could possibly be, and yet they believed a railroad would confer vast benefits on P. E. Island. He might name among those gentlemen, Mr. Anglin, the able and talented editor of the *St. John Freeman*. He disregarded reports circulated to his prejudice. The question of a railroad from one end of the Island to the other, commended itself to his mind and judgement, as it shortly would to the whole country. He therefore felt confident of success, and believed that the more vehement opposers of the measure would yet become its enthusiastic admirers. In fact, the resolution of the Opposition was committed to the scheme, the only difference between it and that of the Government being this, namely, the Government resolution limited the cost to £4000 a mile, whilst the Opposition's resolution was unlimited, and might come up to the *Patriot's* figures of £10,000 a mile. The country should weigh well that fact. It was apparent that the only material difference was, as to who should have the honor of the commencement and completion of the railroad.

Mr. McNeil said that the railroad question was a new thing in the country. At the last general elections for both branches of the Legislature, that question was not before the people. It was wrong to entertain a question of such magnitude without an appeal to the people. He could not conceive the necessity for a railroad on the Island, shut up as we were, our local traffic did not warrant such an undertaking. The local traffic of New Brunswick was large, compared to this country. Some parts of this Island might be benefitted; but was it just to impose such a heavy debt on the whole Island? was the question which should weigh well with hon. members. It was contrary to the principles of self-government to adopt a measure of such vast magnitude without consulting them.

Mr. Cameron said the propriety of considering the question of a railroad must be apparent to all. It was natural to expect that a measure of such vast magnitude would meet with violent opposition. No public work ever benefitted all classes of the community alike. It had been said that a railroad would impose heavy taxes on the country without corresponding benefits. Mowing machines were universally admitted to be useful inventions; but they imposed a heavy tax on farmers who purchased them. There were false reports circulated, to the effect that there was a connection between the railroad question and Confederation; but he failed to discover it. The day was not far distant when a railroad would be a matter of necessity here as in other countries.

Messrs. Hooper and Callbeck spoke against the construction of a railroad, on the ground that the people had not been consulted, and that the present trade of the Colony did not call for a public work of such magnitude.

Mr. Callbeck contended that, in the absence of a railroad, we kept pace with the sister Provinces in the material progress of the country. Our exports, imports, and revenue would prove that we were not behind in real progress, though not enjoying the supposed advantages of a railroad.

Messrs. McEachen, Reilly, Perry and Howlan spoke in favor of a railroad, and contended that the subject commended itself to the honest intelligence of the people. Railroads, as an invariable rule, had always opened up the resources of countries and added to the wealth and enterprise of the people.

Mr. D. Davies believed that in a few years a railroad in P. E. Island would be self-sustaining, if constructed on the narrow guage system. He could conscientiously vote for the question of a railroad, but felt that he was in a delicate position, because of the slender majority by which his election was confirmed. He would advise that time be given to the general public, with the view of preparing them for the acceptance of this great measure, which, he felt confident, would tend to enhance the wealth of the whole country.

Mr. B. Davies, observing his colleague (Mr. Duncan) in his place, said he hoped that hon. member would favor the Committee with his views on the great question before them. It was due to his constituency that he should declare his opinion.

Mr. Duncan, in reply, said that his colleague (Mr. Davies) need not feel any uneasiness touching his action on the railroad question. He (Mr. Duncan) was prepared to keep his promise to his constituents.

Hon. Leader of the Government referred to a requisition presented to him from his constituents, to the effect, that they were opposed to the construction of a railroad, and asking him to desist from the advocacy of that measure, or resign his seat as their representative. He (Mr. Pope) then proceeded to explain the origin of the movement. It was got up by his political opponents. Falsehoods and misrepresentations of the most degraded character had been resorted to by unprincipled politicians, who went through the district endeavoring to poison the minds of the people against him. Those parties, he said, were not actuated by any desire to promote the interests of the country. Their sole aim was to prejudice the people against a railroad, with the hope to carry out their own party purposes. He had already received more than one evidence assuring him that many of those who were induced to sign the requisition to which he alluded had been misled and deceived by gross misrepresentations. The construction of the railroad would benefit his constituents, though, perhaps, not to the same extent as other portions of the Island; and he felt it his duty to support the introduction of the measure, knowing, as de did, that it would confer lasting and general benefits on the whole people.

A. McNeill, Reporter.

The Herald.

Wednesday, April 12, 1871.

There appears in the current number of the *Catholic World*, an article translated from the German, intitled "Europe's future." Did our space permit, we would lay it before our readers in its entirety. We are compelled, however, to abridge. This, we shall endeavor to do in such a way, as to convey to our readers the full gist of the essay.

The writer assumes that a regeneration of some kind is necessary in Europe; and proceeds to enquire into the nature of the agents that are to effect it. The race theory, he disposes of, by showing that races, as they are now presented to us in Europe, are so mixed up as to defy all attempts at unravelling. Next comes liberalism. Upon this, as a regenerating agent, the writer says:—"One would have thought that the sanguinary war of 1870, should have dispelled the illusions of liberalism for ever. A state without God, sovereignty of capital, dissolution of society into individuals, united by no other bond than the force of a liberal parliament majority, under the control of wealth; material prosperity of the middle classes, founded on gain and pleasure, with the removal of all historical traditions, all ecclesiastical precepts—such is the dream of this system. Has not the present war dispelled the dream of happiness arising from mere material prosperity? We doubt it. Notwithstanding the many hard lessons which the liberal school has received, it never seems to grow wiser. It is superficial, and never looks into the essence of things. It is in vain to charge the present misfortunes of two great nations on the illiberalism of Napoleon and Bismarck, and thus exalt the merits of liberalism; for liberalism or mere material prosperity, was at the bottom of all their plans. From 1789 to 1870, France, with few exceptions, was governed by liberalism, and the revolutions begat the natural consequences of this system in anarchy and military despotism. France, during this period, has made the most wonderful material progress."

We read lately, in a liberal journal, that the only remedy for the rejuvenescence of states, was "the inviolability of the individual, and respect for the popular will." Always the same emptiness of phraseology, with these impracticable dabblers in philosophy. What will you do if the infallible "popular will" refuses to recognise the "inviolability of the individual?" Cannot these gentlemen see that their system merely opens the door to socialism? They take away religion, and teach the epicurean theory of enjoyment; they destroy constitutional forms of government, and base authority on the ever shifting popular whim.

The principles of liberalism, when followed out to their logical consequences, result in socialism, and socialism may, on this account, have its day in Europe's future. But it will be a fearful day of disorder and revolution; a sad day for the wealthier classes; but still only a day. Earthquakes are possible, and sometimes they engulph cities; but they pass away and quiet returns. New vegetation springs up on the ruins. If socialism ever gains Europe, it will vanish in virtue of its own inherent absudity; therefore, its mastery can never be permanent.

The writer thus characterises the principles which have governed the international policy of European States since 1789. The French Revolution of that date, had its effects all over Europe. Since that time, liberalism, anarchy and byzantinism, have held alternate sway. The Bonaparte invasions carried through the rest of Europe the liberal principles of secularization with the *code Napoleon*. Palmerston was a leader among the liberals, and during his time, English diplomacy played into the hands of all the irreligious and revolutionary elements in Europe. Napoleon the Third became the next representative of this system. He put forward the theory of "non-intervention," of "nationalities," of "sovereignty of the people," as types of the perfection of modern society, and gave to these liberal principles all the sanction of French power. On the principle of "non-intervention," he prevented the interference of Austria and Spain in favor of the Holy See. He protected the seizure of Naples and Sicily, approved of the invasion of the Papal States, and substituted in the place of dynastic right, and popular right, the colossal delusion of the *plebiscite*. On the nationality theory, he allowed Austrian power to be destroyed, and in opposition to all French interests, he founded Italian and German unity! From 1815 to 1859, the "balance of power" theory prevailed among the European powers, and the outbreaks in 1848 were merely premature appearances of the socialistic element in liberalism. Napoleon coerced these revoltions, urged on by that policy which Guizot has happily termed "moderation in evil-doing." Since 1859, law or treaties no longer seem to bind. Nothing is fixed in the public law of Europe. All is whim, might instead of right, sentiment instead of principle. Governments have ceased to be Christian, and have become liberal, that is infidel. According to liberalism, religion is the private affair of each individual. Civil society should recognize no dogma, no worship, no God. We know well that this principle, from its very intrinsic absurdity, cannot be practically carried out. For instance, God will be recognized when it is necessary to swear fidelity to a constitution, and the external forms of religion will be invoked at the opening of a new railroad, or a session of Parliament. But, in principle, the liberal state ignores all positive religious belief. Its only dogma is that a law passed by a majority of voters remains a law until the next majority abrogates it. Then follows a usurped educational system, in which the rights of the family and church are disregarded. God is in heaven, consequently the church should confine herself to the sanctuary; that is to say, God does not trouble himself about the conduct of nations, politics, legislation or science. These are neutral affairs, over which His authority does not extend, and, therefore, the church has nothing to do with public life. So say the liberals. They take from God all that is His, and give it to Cæsar, the modern civil divinity. They endeavor to estrange conscience more and more from God, by education, by the press, and by public opinion, manufactured after the specifics of the leaders of the sect.

This, in a few words, is the relation of the civil governments of Europe to Christianity, and the condition is completely unnatural. If European society is to be saved, liberalism must be suppressed. And the people of Europe are giving strong indications that they too have apprehended the truth, and are preparing to act. The deceived nations want peace, freedom, order and authority. These blessings, infidelity and liberalism have taken away. We shall see again Christian states founded on Christian principles and traditions, with christian laws and rulers. Whether these rulers will be kings or presidents we know not, and care little so long as king or president considers himself as the delegate of God and God's people, not the representative of mob-tyranny. These rulers will understand that statesmanship does not consist in giving license to the wicked and forging chains for the good. We shall have christian schools, christian universities, christian statesmen. And when these things shall have come to pass, as come they will, the world will owe its renovation once again to the "Old Man of the Vatican." For the principles which led the world astray were the principles of liberalism, and these Pope Pius the Ninth emphatically condemned, in the much maligned and ill understood Syllabus.

Such is the outline of an essay, remarkable for the knowledge it exhibits of the sores of modern civilization, and the treatment to be adopted for their cure. It comes before us in a Catholic Magazine, published in a republic that plumes itself upon its free Institutions, and is, in all probability, meant to act as a safeguard to preserve these Institutions from the blasting influence of liberalism. We trust it may. Nevertheless, we are informed that liberalism is a noble creed. Mazzini and Garibaldi have tried to impress the self-same proposition upon the European mind for the last quarter of a century. Their success is at the bottom of Europe's present difficulties. These difficulties have arisen, not from an abuse of the principles of liberalism, but by following them out to their legitimate results. We also hear liberalism compared to Christianity. Mazzini holds that liberalism has superseded Christianity. The arch-revolutionist has promising disciples among ourselves. O'Connoll would have withered with a sarcasm the wretch who would have dared to impute to him a tinge of liberalism. Howgan a Catholic, and dying gave his body to his country, his heart to Rome, and his soul to God. Liberals of our days, however much they may vaunt about patriotism, care very little about God, and hold Rome, as a teacher and guide, in positive abhorrence. Rome has laid bare the rottenness of their creed and condemned it. Their enmity, she anticipated with the same security as she awaits their defeat and humiliation.

We are pleased to find that our exposure of Mr. Laird's unfairness concerning the railway debate, has had a beneficial effect on him, as he is now busily engaged in giving the arguments upon that important question, both *pro.* and *con.* As he does not appear to be altogether devoid of all sense of propriety, may we ask him what about that thirty shillings affair, with which he lumbered up his paper a fortnight ago? As, however, Mr. Laird has told us that he only comes *as near the truth as he can*, perhaps we are unreasonable in asking him to own up and acknowledge that he told "a fib." Well, we forgive him, although we might expect better from an Elder in a Church, and especially one whose visage on Sundays and in Synod, is nearly as elongated as his person. Knowing how "sorely tried" he has been of late, we also pardon the little ebullition of anger, which on Saturday disturbed his usually serene temper. Indeed, had we gone through half his trials, we would be much more ill-humored. Persecuted by the priests, laughed at by the Governor, and hunted alike by both Catholics and Protestants — the victim in turn of misplaced confidence in Millvale and Belfast, in Strathalbyn and Vernon River—is it any wonder that the patriotic man's temper and stomach have soured at the same time? Can ye forgive yourselves, men of New London and Belfast, for the anguish inflicted on that good man? But then came a gleam of sunshine:—The Railway question, with its train of lurking disasters to the rotten Coalition—the negative-policy, do-nothing combination, as some of its enemies have facetiously called it, arose, and afforded another chance to Mr. Laird to grab the Queen's Printing as he grabbed the City Printing, and to afford another constituency the honor of again rejecting him. The wrongs which he had sustained at the hands of the Priests and Papists were now to be forgotten. They were no longer to be proscribed, as suggested by himself a few short months ago. They were to be conciliated. Of course, they need not expect any change in the School Act to suit their views; but then they were not to be pledged against looking for grants to denominational schools. They would be graciously permitted to wag their tongues till the crack of doom, but never a penny would they receive. By these means, they were to be brought to regard Mr. Laird with "nearly as much respect" as "the petty intrigues," who, for selfish purposes, lead them astray. So, with charity reigning in his heart, his pockets stuffed with stale pamphlets and his mouth with *whoppers*, David hied him to the country. His labors, although still unpenned by any historic hand, are well-known. In the retired places and bye-ways, he conclusively proved to admiring friends that the Catholic members, who, in the interests of peace and good-will, had coalesced with a portion of the Conservative party, were actuated by the lowest mercenary motives; they left the Liberals, whose battles for over twenty years they had fought, and whose victories they had won, because that party would not consent to the Catholic schools receiving a proportionate share of the Education fund. Now, they had been actually working with their hereditary enemies for three or four months, without receiving from them what they failed to obtain from the Liberals after twenty-five years services. The reasoning was conclusive. It was also satisfactorily proved that the railroad would cost £20,000 per mile, the lawyers fees alone amounting to something enormous. The grease of its wheels would never be realized from its earnings, and ruinous taxation must ensue. These were some of the *facts* which the *truthful* Mr. Laird unselfishly gave to the public, through the columns of his paper and by word of mouth during his memorable tour. Is it any wonder that the people became alarmed, and looked with horror upon the introduction of a railroad. David's mission was now accomplished—in imagination at least. The Government were panic-stricken, and the ubiquitous Mr. Donald Currie was despatched to the Opposition Lobby Room, to devise means to pay off the grog-score, in anticipation of the Government smash-up, and consequent appeal to the people. It would be well to appear before the public with clean hands. The campaign was planned, the victory foreshadowed and the spoils divided. Then came the eventful night when the division was to be taken on the Government railway resolution. Everybody was present—the *Patriot* staff and camp-followers included. A smile of satisfaction beamed on their countenances. The hour of triumph had come, and virtue and patriotism were to be rewarded in their persons. The vote is called for. The railway men stand up. Their number is ascertained to be 17,—17 to 11—and their victory is complete!

Good reader, we will not pourtray the scene further, but after the short history we have given above, we just simply ask you to judge of the state of Mr. Laird's feelings, when he learned the result of that division on the railway! Is it any wonder that he has lost his temper—yea, perhaps, his grace, or that he honors the Herald with columns of leading editorials, breathing anything but amiability of temper. We sympathize with him even unto tears. It would be cruel in the extreme to censure him, under the circumstances; and anything that we can do to console him, in the way of admissions, we shall freely do. It is true that we receive a portion of the public printing, as we have always done. So does Mr. Laird, and we very much regret that his share is not more than it is. Both of us honestly perform our work and receive our pay, and think no favor or compliment has been received or conferred. We have quarrelled with Mr. Brecken and the Confederates, and they have quarrelled with us, and we shall both do so again should the necessity arise. Mr. Laird has done the same, and will, no doubt, repeat the *offence* as occasion requires. But, admitting these things to be true, and apart from the consideration that Mr. Laird's position in the Church and his religious principles dictate to him that enemies should forgive, and be charitable towards each other, we cannot, for the life of us, see what they have to do with the merits or demerits of a railroad. It may be mental obtuseness on our part, but really we "cannot see it." A more rational solution of the matter is to be found in the disturbed state of Mr. Laird's mind, occasioned by his "sore trials," and sorer defeats. But don't despair, David. "Rouge yourself," as Mrs. Gamp said to old Chuffey, for you know not what victories may yet be in store for you. Repentance and amendment effect wonders. Try them, for the novelty.

His Honor the Lieutenant Governor in Council has been pleased to appoint the following persons to inquire into and ascertain the number of people residing within this Island, and for other purposes mentioned in the Act 33rd Victoria, Chapter 6, intituled "An Act for taking the Census of Prince Edward Island:"

Township No. 1,	Hon. Stanislaus F. Perry	
do.	2,	Chas. MacArthy, Esq., (Horace's son)
do.	3,	Mr. H. Gordon, Kildare
do.	4,	Patrick Connick, Esq.
do.	5,	Mr. Antoine Perry
do.	6,	John Clark, Esq.
do.	7,	Donald C. Ramsay, Esq.
do.	8,	Mr. John Currie, (Teacher)
do.	9,	John McDonald, Esq., (Captain)
do.	10,	Mr. Hugh Goff
do.	11,	John Ramsay, Esq.
do.	12,	Mr. A. Williams, Bideford
do.	13	Wm. R. Ellis, Esq., Port Hill
& Lennox Island,		
do.	14,	Mr. Neil McKinnon, Grand River
do.	15,	Mr. Joseph N. Gallant, Egmont Bay
do.	16,	John MacKinnon, Esq.
do.	17,	Mr. Chas. B. Saunders, Summerside
do.	18	Mr. Archd. McGougan
Pr'town & Royalty		
do.	19,	Mr. D. Walker (John's son)
do.	20,	Richard Handy, Esq
do.	21,	G. McKay, Esq., Clifton
do.	22,	Mr. Edmund Crabb
do.	23,	Mr. John McDonald, (late Schoolmaster)
do.	24,	Marin J. Blanchard, Esq.
do.	25,	Mr. Montague LeFurgy
do.	26,	Lor. Wright, Esq., Centerville
do.	27,	Mr. A Schurman, Scarletown
do.	28,	Mr. Ambrose Peake, Cape Traverse
do.	29,	Mr. Neil McKinnon, DeSable
do.	30,	Mr. Archd. C. McNeill, Boushaw
do.	31,	Mr. Aubrey Fowle, New Wiltshire
do.	32,	Mr. Charles Hooper, Malpeque Road
do.	33,	Duncan Kennedy, Esq
do.	34,	Henry M. McLeod, Esq., Dunstaffnage
do.	35,	John A. McDonald, Esq., Johnston's River
do.	36,	James E. Kelly, Esq., Fort Augustus
do.	37,	J. A. McDonald, jr., Esq., East Pisquid
do.	38,	Patrick Griffin, Esq.
do.	39,	Mr. J. McGuire, Morrell
do.	40,	Mr. J. McVarish, do.
do.	41,	Martin McInnis, Esq., H'd. St. Peter's Bay
do.	42,	Mr. John Ryan, Big Cape
do.	43,	Mr. R. Keefe, Rollo Bay
do.	44,	Mr. M. Leslie, Souris W.
do.	45,	Mr. R. McDonald, (Grey) Souris East
do.	46,	Chas. McEachen, Esq., Bull Creek
do.	47,	Mr. J. Beaton, East Pt.
do.	48,	Mr. E. Chandler, Southport
do.	49	Thos. W. Beers, Esq.
& Gov'rs. Island.		
do.	50,	Mal. Campbell, Esq., Dundee
do.	51,	James McDonald, Esq., Montague Bridge
do.	52,	William Alley, Esq., Cardigan Bridge
do.	53,	William Lewis, Esq., Cardigan Bridge
do.	54,	Mr. Hugh A. McPhee, Cardigan Bridge
do.	55	Mr. Ron. McCormack, DeGros Marsh
& Boughton Is.,		
do.	56,	Allan McDonald, Esq., Annandale
do.	57,	James Nicholson, Esq., Eldon
do.	58,	Mr. Don. R. McDonald, Point Prim
do.	59,	Alex'r. McLeod, Esq., Whim R'd. Cross Roads
do.	60,	Mr. Rod'k. K. McKenzie, Flat River
do.	61	George Hicken, Esq., Murray Harbor N.
& Panmure Island,		
do.	62,	Mr. Dugald McDonald, Little Sands
do.	63,	Mr. Andrew Millar, Murray Harbor N.
do.	64,	Mr. Henry Brehaut, Murray Harbor S.
do.	65	Ewen McMillan, Esq., (Captain)
& St. Peter's Is.,		
do.	66,	Mr. James J. O'Reilly, Brothers' Road
do.	67,	Mr. John McLeod, Stone Dyke
Ch'town, Royalty, Common & Reserved Lands,		Mr. Wellington Nelson
Geo'town, Royalty, Common & Reserved Lands,		Mr. Neil Matheson.

Capt. Rodcrick McDonald, of Souris West, to be Collector of Impost and Excise, and Controller of Customs and Navigation Laws for the Port of Colville Bay, in place of John McLean, Esquire.

Charles J. Shreve, Esquire, M. D., Port Hill, to be Superintendent of Vaccination for Townships Nos. 11, 12 & 13.

Ephraim B. Muttart, Esquire, M. D., Souris, to be Superintendent of Vaccination for Townships Nos. 38, 39, 40, 41 & 42.

Henry J. Gaffney, Esquire, M. D., Charlottetown, to be Superintendent of Vaccination for Townships Nos. 31, 32 & 65.

By last Saturday's mail, we received from a gentleman at St. Peter's Bay, a letter, in which, after detailing the outcry which a few designing parties were endeavouring to make about the railway, he says:—"But I candidly believe that if there was any provision made in the Railroad Resolutions, and Bill, including a Branch to St. Peter's, it would give almost general satisfaction—for the following reasons: Anybody will admit that a good deal of the produce shipped at Cardigan Bridge and Georgetown is raised about St. Peters, North Side, Fortune Road, &c. Georgetown is one of the best harbors we possess, but does not possess near the amount of commodities to be exported that this section of country does. We have the commodities, but not the harbor or the market. To haul our productions there, spring and fall, is nearly as much as they are worth. Now, why not extend a line to or near these people? That would give as much employment to a railroad as any other part of the world." Our correspondent takes exactly the same view of the railroad that we do; and to show him that Mr. Reilly has not been neglectful of the interests of his constituents, at this important crisis, we quote the 2nd section of the Bill, which relates to Branches. It is as follows:

2. The line of Railroad first to be made, shall connect Alberton, or Township No. 4, with Georgetown, touching at Summerside and Charlottetown, and so soon as this line shall be completed, the Government are authorized and required to enter into a contract for the extension of the line of Railway to Souris and Tignish.—The said line to Souris to touch at or near the settlement at the Head of St. Peter's Bay, on the same terms and upon the same conditions as provided by this Act.

This specially provides, that on and immediately after the completion of the trunk-line, a branch line to Souris, touching at or near Saint Peter's, will be commenced, an exception granted to no other section of the Island save Tignish. As the trunk-line will be completed within three years, we entertain the confident hope that before another general election takes place, we will be able to take a ride in the cars all the way to St. Peter's, when we shall be happy to meet all those who may be opposed to Railways. Apart from the consideration that no portion of the Island was more in need of direct railroad communication with our principal shipping places, we may say that the clause quoted was so framed to meet the views of the Hon. Mr. McEachen and Mr. Reilly, who had given the measure their cordial support all through its progress, while their colleagues, for reasons and motives which will hereafter more fully appear, adopted a different course. We have no reason in the world to doubt that the Act, when it becomes law, will be carried out in good faith. If the King's County members in the Legislative Council do not think the interests of their constituents are sufficiently guarded by this clause, let them amend it by making it more stringent and definite. The government have no objection. Having thus disposed of the railway for the present, we may now be permitted to say, that St. Peter's has also been duly considered by the Government in the appropriations for the public service, and that, too, in the face of the factious opposition of Mr. Reilly's colleague. We publicly thank the government for their grant for the packet to St. Peter's; and for the appropriations to complete the railing around St. Peter's Bay, for the Breakwater, for Dingwell's Wharf and for the Cardigan Road. In order that there may be no misunderstanding in our correspondent's mind we make the statement publicly that these appropriations have been obtained solely through Mr. Reilly's support of the Government and without any assistance whatever from his colleague. Further comment is unnecessary at present.

Since writing the foregoing, the Railroad Bill has been before the Legislative Council, and, upon motion to go into committee on the same, was sustained by a majority of four, as follows:—

FOR THE RAILROAD:

Hon. Mr. Haviland, Hon. Mr. Walker,
" McDonald, " Dingwell,
" Bell, " Gordon,
" Strong, " Reid,—8.

AGAINST THE RAILROAD:

Hon. Mr. Haythorne, Hon. Mr. Beer,
" Muirhead, " Balderston,
—4.

We are gratified to be able to state that the second clause of the Bill was, when in Committee, amended, on the motion of the Hon. Mr. McDonald, and at the suggestion of the Hons. Messrs. Walker and Dingwell, so as to guarantee the completion of the trunk and branch lines within five years. This has been done, so that King's County may not be defrauded of her just rights in this great measure, through any change of Government or other contingency. That County has reason to be thankful to those few *independent* and disinterested Members who improved the opportunity presented to them to obtain justice for the County,—an opportunity which, once lost, might never again be within their reach,—and they can afford to bide their time to receive justice at the hands of the people, when the prejudice, falsehoods, and clap-trap of the hour shall have passed away.

The Coming Summer.—Now that the railway Bill has become law, the early commencement of the work naturally suggests that the large influx of capital and labor into this colony, will afford all classes of the community rare opportunities for increasing their wealth and improving their position. The productions of the farm and of the work-shop will be in increased demand at more than ordinarily remunerative cash prices. Both these classes should, therefore, deliberately set themselves to work without delay, to avail themselves of the golden tide which will shortly set in, and spread itself throughout all parts of the land. The merchant, the professional man, and the day-labourer will also have increased work to perform. The fisheries too, will require to be more generally prosecuted to supply the demands that will be upon them. Every existing branch of industy must be immensely developed, and new ones opened up. It is in this way that an impetus will be given to labor of every description, by which we shall be prepared to shoulder the burden of taxation which the building of the railroad will impose upon us and make it one of easy carriage. We have been too much frightened with the bugbear of taxation. We have only looked at one side of the question, and thus permitted our reason to become biassed. We should remember that the taxation of this colony has been doubled within the past twelve years; but so also has its wealth in an increased ratio; and it is for this reason that we are at this day better able to bear our present taxation, than we were twelve years ago the taxation of that day. The debt of the colony is more than met by its Government lands; and if the imposition of an additional two and a half per cent. upon our imports is sufficient to give us those iron high-ways by which this country will be developed one hundred fold as every other country has been, it will be one of the most judicious taxes ever levied. All we have to do is to set ourselves, each in his own particular sphere, to improve upon the past, and make the best of what God and art have placed at our disposal. The result will not be doubtful. Shakespeare says there is a tide in the affairs of men which, if promptly seized,