upon different occasions, upon the subject of the fisheries, but in 1852 they assumed a firmer and more manly tone than formerly, showing their desire to have those fisheries protected. Correspondence upon the subject had resulted in having the shores more closely watched and eventually in the reciprocity treaty. He thought we were now reproducing history, and he hoped the result would be the same. He believed that one result of the sitting of the Commission at Washington would be that American statesmen would be more fully indoctrinated with the principles of Free Trade. He did not approve of treating cargoes of fish caught beyond the three mile line as contraband. To do so might well be stigmatised as unfrendliness. He believed that a great and proud nation like the United States was not to be coerced, and the course taken last summer was better calculated to estrange the American people than to bring about a mutual agreement.

House resumed and progress reported.—Adjourned.

FRIDAY, March 24.

A Bill was brought up from the House of Assembly by Mr. Munro, to amend the Act to procure a steamboat for Georgetown Ferry.

Hon. COL. SECRETARY, on rising to move for the second reading of a Bill to incorporate the Merchants' Bank, said it was only 15 or 16 years since the first Bank was established on the Island, and if there was sufficient trade and capital to justify the organization of an additional Bank in Charlottetown, it must be a strong evidence of progress in the Colony.

The Bill was read a second time, referred to Committee, and the follówing amendments were made:—

Folio 5, first line from top strike out the words "eighteen months," and insert "one year;" folio 13, second line from the bottom of the page, strike out "sixty," and insert "forty;" third line from the bottom, strike out the word "not;" folio 27, line five from top, strike out "eighteen," and insert "nineteen;" folio 34, line four, strike out the word "same," and insert "sale;" folio 35, line six, strike out the word "of," and insert "in;" folio 36, strike out "forty," and insert "thirty; same folio, strike out "seventy," and insert "sixty;" folio 36, strike out "seven," and insert "six."

Hon. COL. SECRETARY, on rising to move for the second reading of a Bill to authorize the issue of Treasury Warrants, in sums exceeding £100, said it was intended to authorize the Government to issue Warrants for any amount not exceeding £500, which would save a great deal of work in the public offices.

Hon. Mr. HAYTHORNE approved of the Bill. It was simply extending a system inaugurated by the late Government.

The Bill was read a second time and referred to Committee.

Hon. Mr. GORDON thought the effect of the Bill would be to throw the monetary affairs of the Colony into the hands of capitalists. Farmers and others complain now that they could not get Treasury Warrants as they could formerly.

Hon. COL. SECRETARY said the Government could not regulate its finances, so as to make Warrants available to farmers or any other class; but Warrants could be, and often were, obtained through the Banks.

Hon. Mr. HAYTHORNE said he rather sympathised with the remarks made by his honor from Cardigan (Mr. Gordon), but he thought the Savings' Bank offered a better means of investing money than Treasury Warrants, as the latter were liable to be called in at any time. As Treasury Warrants were in such demand, he thought the Government might obtain a premium upon them.

Hon. Mr. BEER would support the Bill, as he thought it would have a good effect, but he did not think a premium could be obtained upon Warrants, as they were liable to be called in so soon after they were issued. He thought, however, that a premium might be obtained on debentures.

HON. THE PRESIDENT approved of the Bill, and thought its provisions might have been extended further.

HON. MR. DINGWELL took the same view of the Bill as his honor from Cardigan, (Mr. Gordon).

Hon. Mr. REID agreed with the Colonial Secretary, that Treasury Warrants were a very poor investment, for they were liable to be called in, and if parties did not watch the *Royal Gazette*, they might not know when they would cease to bear interest. He, at one time, held £900 in Warrants, and was not aware that they were called in till nine months had elapsed.

Hon. Mr. BEER could not understand how it was that Warrants were called in to within a few months The colony owed a considerable debt, independent of the debt incurred for the purchase of lands, and he would like to know, what portion of that debt was represented by Treasury Warrants.

HON. COL. SECRETARY replied, that by referring to the Tabular Statement in the Auditors Accounts' it would be seen that a comparatively small amount was represented by outstanding Warrants. They had all been called in, up to the 20th of October last, and any that were out beyond that time, were not bearing interest. Part of the debt of the colony which was formerly represented by Warrants was now represented by the amount deposited in the Savings' Bank That Bank afforded much better means of investing money, because, if the interest were not drawn at the end of the year, it would be added to the principal.

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

A Bill was brought up from the House of Assembly, by the Hon. Mr. Owen, to authorize the establishment of an additional Small Debt Court at or near Cardigan Bridge. Also, by Hon. Mr. Dungan, to amend the Act to incorporate the Minister and Elders of St. John's Church, in the district of Belfast.

A Bill relating to Physicians and Surgeons was again referred to a committee of the whole House—Hon. Mr. Bell in the Chair.

Hon. Mr. BEER did not think it was advisable to have the Board of examiners appointed by the Government, and submitted an amendment, to place the appointment in the hands of the medical faculty.

Hon. Mr. HAYTHORNE, the Colonial Secretary, and the President, thought the clause in the Bill was less objectionable than the amendment, as the latter would create a monopoly. A Board appointed by the Medical Faculty would be an irresponsible Body.

Hon. Mr. BEER said that as the amendment did not appear, to be favorably received he would withdraw it.

Hon. Mr. MUIRHEAD said that if a man in the country should break his leg and could not get a doctor to set the bone, and if a non-professional man should set it properly, it would be a great hardship to subject the latter to a fine.

Hon. Mr. REID thought the Bill would effect men who kept Drug Stores in the country, and who sometimes gave advice to their customers. It would apply to men in the country who extracted teeth for 1s. 6d., and for which a doctor would charge a dollar or more, and it would also effect those who applied the cancer plaster.

Hon. COLONIAL SECRETARY said the Bill would not apply to such cases. There was not so much necessity to employ non-professional men now as there was some years ago, because the supply of doctors was greater than the demand. In fact they were almost as numerous as lawyers.

Hon. Mr GORDON believed a law to prevent quacks from imposing themselves upon the country was required, but thought the Bill too stringent.

After some further discussion, the House was resumed and progress was reported.

Adjourned.

SATURDAY, March 25.

A Bill to incorporate the Merchants Bank, was read a third time and passed.

A Bill to amend the Act to incorporate St. John's Church, Belfast, was read a second time, referred to committee, reported agreed to, read a third time and passed.

Hon. COLONIAL SECRETARY, on rising to move for the second reading of a bill to amend the Act to procure a Steamboat for Georgetown Ferry, said the Act passed last year proposed to give a monopoly of that Ferry for seven years, but the term was too short to induce a company to go into the speculation, and the object of the bill was to extend it to ten years.

The bill was referred to committee, and after a few remarks by hon. Messrs. Beer, Haythorne, Gordon, President, Dingwell and McDonald, it was reported agreed to without amendment, read a third time and passed.

A Bill to authorize the establishment of an additional Small Debt Court, at or near Cardigan Cross, was also read a second time and passed through the several stages.

Hon. COL. SECRETARY, on rising to move for the second reading of a bill relating to Seaweed and Kelp, said it was similar to a bill passed by the House of Assembly last year and rejected by the Council. Though he had moved for the second reading of the bill, he was not in favor of it; but as there were new members in this House, it would be better to go into committee upon the bill, so that its provisions might be fully discussed. He thought the law, as it stood, was quite sufficient to protect the rights of those who had petitioned for the bill, and to pass a bill to reverse the common law, was not advisable. Owners of shore farms had certain rights to contend with, one of which was the waste of land by the action of the sea, and they were entitled to all that the sea gave them in return. He believed the bill would cause more litigation and disagreement between neighbors, and, therefore, it was better to leave the law as it then stood.

House in committee. Hon. Mr. Reid in the chair.

Hon. Mr. BALDERSTON thought the bill only continued a right which the people had usually enjoyed, but which, in some instances, had been interfered with. Many lawsuits had resulted from people not knowing what their rights were. The opinion given by the Colonial Secretary would not correspond with the opinion which he had understood to have been given by Judge Peters last summer, to the effect that the public had no right to take seaweed when floating on the shores of private farms. The bill only applied to outside or sea shores, and he thought it was a very reasonable measure.

Hon. the PRESIDENT said that as there was a numerously signed petition before the House from his constituents, praying for a bill of this kind, he would not oppose it, though he thought it would be of little service unless some means were devised to define high water mark, for on the outside shores the tide did not rise to the same height perhaps two days in a month. He thought the Government should have power to appoint persons to define high water mark.

Hon. Mr. HAYTHORNE thought there were some radical defects in the bill, and unless they were remedied, he did not see any other alternative, but to do with it as they had done with its predecessor.

Hon. Mr. BELL said a law to define the ownership of seaweed and kelp was very much required. He did not think there would be any difficulty in defining high water mark on the outside shores.

Hon. Mr. McDONALD said that disputes sometimes arose about a boundary line which had been run by a Surveyor, and stakes set up, and surely there was far more probability of disputes arising about high water mark. He believed the bill would lead to more litigation, and therefore felt disposed to oppose it.

Hon. Mr. Beer, Hon. Mr. Walker, Hon. Mr. Dingwell, Hon. Mr. Reid and Hon. Mr. Gordon, expressed their opposition to the bill in its present shape.

Hon. Mr. MUIRHEAD thought the principle of the bill was sound, but it did not go far enough

House resumed and progress reported.

Adjourned till Monday next.

HOUSE OF ASSEMBLY.

MONDAY, March 20.

The Bill relating to physicians and surgeons was taken up and agreed to with certain amendments. By its provisions, any person professing to be a physician, must register his diploma with the Medical Board within three months after its formation, under a penalty of £1. A registration fee of £1 10s. is to be paid to the Board by every medical practitioner and surgeon registering his diploma. Any person practising medicine and surgery without the recognition of the Board, will be subject to a fine of £10, recoverable by the ordinary Courts—all fees to be paid into the Treasury. The Board shall meet in Charlottetown on the first Tuesday in January and July in each year, a notice of which shall appear for three weeks in one paper, published in each County.

Mr. Munroe introduced a Bill relating to a steam-boat for the Georgetown Ferry, which was read a first time.

The Hon. Mr. Pope laid on the table a number of petitions, praying for new roads and post offices. The petitions were referred to a special committee to report upon.

The House then went into committee to grant further supplies for the public service. The King's County Members pressed for the extension of the telegraph to Montague Bridge and Souris, where subscriptions, in accordance with law, are being raised for the purpose. The debate was caused by the item of £100 to pay the deficiency of extending the telegraph to Georgetown. The militia and volunteer appropriation has been reduced from £1500 to £1000. Progress was then reported, and the House adjourned until to-morrow.

TUESDAY, March 21.

Mr. D. Davies presented a City Bill, asking for a grant of the West end of Queen's Square. Received and read.

Mr. B. Davies directed the attention of the House to the office of the Prothonotary, who, he said, should be paid by a salary instead of fees. The introduction of this question was ruled out of order, as it involved an interference with the rule touching the initiation of money votes.

The Bill to extend the amount of Treasury Warrants, was read a second time and reported agreed to.

Mr. Hooper asked a question, touching a road in his District from Lewis's to Big Cape.

Hon. Mr. Pope replied that the question had been considered.

A Bill to increase the pay of Jurors, and to make provision for Judge's travelling expenses, was disallowed.

The House then adjourned.

WEDNESDAY, March 22.

The Bill to define the law with regard to seaweed and kelp on the sea coast or outside shores of this Island, was submitted to committee, and progress reported.

A Bill from the Legislative Council, to amend the Salmon Fishery Protection Act, was read a first time.

The Bill to enable the Judges of the Supreme Court to extend the Terms thereof, was read a third time and passed, as were also the Bills to authorize the issue of Treasury Warrants in sums not exceeding £500, and the Bill to Incorporate the Merchants Bank.

The seaweed and kelp Bill was again taken up and agreed to without any amendment.

The Bill to authorize a grant of a portion of the Western end of Queen Square to the City of Chtown, was read a first time and committed to a Committee of the whole House. The committee rose without reporting, which killed the bill.

The petition of certain merchants of Charlottetown, praying for the adoption of the decimal system of currency, was taken up, when the following resolution was agreed to:—

"*Resolved*, That the decimal system should be adopted in keeping the public accounts of this Colony."

Hon. Mr. Perry, from special committee, reported what papers should form the Appendix of the Journals of the House of Assembly. Report agreed to, and House adjourned.

THURSDAY, March 23.

The Bill to establish a Small Debt Court at Cardigan Cross Roads, in King's County, the seaweed and kelp Bill, and the Bill to amend the Act to procure a steamboat for the Georgetown Ferry, were read a third time and passed.

The Bill to amend the Salmon Fishery Protection Act, was taken up and some progress made thereon.

The Hon. B. Davies moved a resolution, calling for an enquiry into the amount of fees collected in the Prothonotary's Office, which was substituted by one from the Hon. Mr. Pope, authorizing the appointment of a Commission, to be chosen from the Bench and Bar of this Island, to take into consideration the practice of the Court, the fees alluded to, and other relevant matters, who shall report what amendments they deem requisite.

The House then went into committee to consider the expediency of defining boundaries of any portion of the shores held by grants from the Crown. The committee rose with the intention of again considering the question.

The Hon. Mr. Pope submitted the detailed Public Accounts.

Mr. McNeill presented a petition from certain inhabitats of Rustico, praying for an Act of Incorporation for a Steam Tug Company. Referred to special committee to report upon.

A resolution was agreed to, authorizing the bringing in of a Bill to define the shore boundaries granted from the Crown.

The report of the Joint Committee of both branches of the Legislature, upon the Lunatic Asylum, recommending its enlargement and removal to Falconwood, was adopted.

A lot of private Bills were recommended to be exempted from fees.

The Bill to Incorporate Mount Lebanon Lodge of Freemasons, Summerside, the Bill to Incorporate the Trustees of the Presbyterian Church, Summerside, and the Bill to Incorporate the Young Mens' Christian Association, were read a third time and passed.

A resolution, deeming it expedient to bring in a Bill to establish a table of fees, to be paid by persons becoming naturalized in this Island, was agreed to.

The Minister and Elders of St. John's Church, Belfast, was read a third time and passed.

The House then adjourned until to-morrow.

FRIDAY, March 24.

The Georgetown Steamboat Ferry Bill and the Bill consolidating the Laws relating to Liquor Licenses, were read a third time and passed, also: the Bill to establish a Small Debt Court at Cardigan Cross Roads.

The Hon. Mr. Pope presented a return of the Court of Insolvent Debtors, from 24th November, 1868, to 17th March, 1871. Out of about 120 applicants who passed through the Court, only a few shillings were paid in by assignees for division. The fees of the Judge and the Clerk, during that time, amounted to about £700.

A resolution, authorizing the purchase of the Stock Farm (which includes Falconwood, and on which is the brick building which is proposed to be converted into an enlarged Lunatic Asylum) and the sale of the present Asylum and premises, was carried, and a bill in accordance therewith brought in.

The House then adjourned until to-morrow.

SATURDAY, March 25.

The Bill authorizing the purchase of the Stock Farm, was taken up and passed; after which, the various petitions before the House were taken up in committee. After the petition praying for an extension of the Jail limits of Prince County to the whole County was rejected, progress was reported, and the Hon. Mr. Pope moved for a call of the House on Wednesday next, to consider the various despatches and papers now on the table of the House, and also the expediency of building a railway from Cascumpec to Georgetown, with branches to Souris and Tignish.

The House then adjourned until Monday.

ERRATUM IN COUNCIL SUMMARY.—In the resolution of the Hon. Col. Secretary, on the Fishery question, in first page, column 7, in the tenth line from bottom of paragraph, instead of "the people of the Colony therefore regret," read "the people of the Colony *generally, would*, therefore," &c.

DEBATE ON THE RAILWAY

The Hon. Leader of the Government, in compliance with previous notice, introduced the railroad question. He spoke for a long time, and reviewed the question in all its aspects. In the answer to the paragraph in the Speech of his Honor the Lieutenant Governor, at the opening of the Legislature, touching the deepening of the waters of our harbors and rivers, the House coincided with his honor's speech. The duty, therefore, devolved on the House to give the utmost consideration to the expediency of constructing a railroad, in order permanently to improve the general condition of the colony. It was unnecessary for him to make a long speech, or go over the same grounds the second time. He would, however, make a few remarks. It was admitted on all sides that our roads were insufficient for the increased traffic of agricultural and other products. It was utterly impossible to make roads on our soil that would stand the wear and tear of the heavy hauling upon them, particularly in the spring and fall of the year. It was becoming a difficult matter to get the productions of the country to market with such inadequate facilities as we now had. It was therefore necessary to expend a larger sum of money than was ever yet appropriated in order to facilitate the conveyance of our surplus produce to the different harbors of the Island: and the great question was, how shall we best expend the money? Shall we attempt to macadamize our common roads, or construct a railroad throughout the Island? That was the question which called for serious consideration, and should be discussed on its own merits, apart from all party aspects. It is a fact, readily admitted, that we have no loose stone or gravel like the neighboring Provinces of Nova Scotia or New Brunswick, to make our roads passable; and the cost of macadamizing was so very expensive, that it was quite evident we could not prosecute that system to any great extent. Labor was getting more valuable every year in this country. Farmers were getting more wealthy markets were tolerably good—ready cash was obtained for products of every kind. The moment harvest was ended, farmers began their threshing, and then their hauling of produce to market, and many cases distances of ten and fifteen miles. This process occupied much of their valuable time, which might be better spent on their farms and about their dwellings, preparing for next year's crop and winter. Time was money, and the loss of time to the farmer in getting his produce to market was three times the expense that a railroad would be to him. As the country grew older, and as farmers cultivated their lands to greater extent, the greater would become the difficulties attendant on our present mode of traffic. It was therefore inevitable with the increasing prosperity of our people, that something should be done in order to expedite our trade and commerce. Now, the question was, shall we undertake to charter vessels to bring stone and gravel from abroad to macadamize our roads, or shall we undertake to build a railroad? Some hon. members, he said, were opposed to a railroad, because the line did not run down to particular districts with ample means of transit at their doors, regardless of the wants of their neighbors. Along the western parts of the Island, for miles and miles, they had no harbor, nor any means of providing themselves with many articles indispensably necessary to the comfort of their families. Yet, in those sections of the country, there was an abundance of wood, timber, and other materials required in towns and manufacturing places, the proceeds of which, if they could be sent to market, would go far towards paying for their farms, and also enable them to provide their families with many necessaries of which, under existing circumstances, they were deprived. Those who tell the people that a railroad would bring ruin upon them contradicted themselves, for, on looking at their resolutions, passed at public meetings, it could be seen that, though opposed to a railroad here, yet, they admit that in all other countries, they have been a success. Their objections were, therefore, untenable, and, in fact, argued in favor of the railway at home as well as abroad. It was, therefore, admitted by the Opposition that rail roads were good, and the question then was, had we the resources adequate to such an undertaking? In his opinion, our resources were not only equal, but, in some instances, surpassed those of our sister Provinces. He then alluded to the opposition of a portion of the press of this Colony to the railroad, and characterized that opposition as vile, malignant, and slanderous—founded more on personal ill-will and hostility to the Government than on any settled conviction as to its injurious results. The inference these calumniators would have their readers draw was, that we had no resources for such an enterprise. As to the cost of a railroad, the proper way to judge was, by comparing the resources and population of other countries with our own. The cost of the Shediac line, in New Brunswick, was $14,000 per mile, which amounted, on their population, to an average of $24.00 per head, for every man, woman and child in that Province; whilst our line of 120 miles, from Cascumpec to Georgetown, would not cost $20 per head for the inhabitants of this Colony. The inhabitants of New Brunswick were largely engaged in the lumber trade, which frequently proved a heavy failure, and their people generally were not as well off as our people. The population, to a square mile of this Colony, was four times greater than that of New Brunswick. Our average population is 37.20 per square mile, while that of New Brunswick is 9.25 per square mile. We have five inhabitants to two of the population of Upper Canada per square mile, and three times that of Nova Scotia to every square mile. The railroad built from St. John, N. B to Shediac, passed in a great measure through rocky, wilderness lands; but, since its construction, the population along the line had greatly increased, and their revenue increased also. The returns for the past year from the Shediac railroad would show that it paid 1½ per cent. on the principal, over and above its working expenses. The 3ft. 6in. gauge, as was well known, would not exceed in cost £5000 currency per mile; and if the broad guage would pay 1 per cent., as was the fact, the narrow guage must pay more than 6 per cent. interest. That calculation was based on a contrast of the trade of the Island with that of New Brunswick. Over 95.72 per cent of all the traffic on the Shediac road was wayside passenger traffic, 4.18 only being through traffic. As we have more population to the square mile than New Brunswick, it was but reasonable to assume that we should have a corresponding increase of traffic. There was but a fifth of the freight traffic on the Shediac line from abroad, the other four-fifths was composed of way-side traffic. Taking that as a comparison, he could not see why a railroad through this Island could fail to be less remunerative than that of the neighboring Provinces. Our products, too, were much greater than those of New Brunswick; and yet their road paid interest and working expenses. The railroad on the Island would give the people such increased facilities, that in a very few years it would be self-sustaining, and be no burden to the country. Were not those the most prosperous countries that possessed railway facilities? The United States were intersected in every direction by diverging lines of railway, and they were acknowledged to be the most progressive and enterprizing people in the world. Upper Canada, New Brunswick, and Nova Scotia were following in the same progressive path, and why should we lag behind? A substantial proof of the success of railroads in New Brunswick was given by the fact, that they were now running a line from Fredericton to River du Loup, on the borders of Canada. He (Mr. Pope) then alluded to the letter of Mr. Derby, of Boston, which appeared in the press. This gentleman is admitted to be one of the first statisticians in the United States, and he says that if the country would furnish 50 tons of freight per day, each way, or its equivalent, that is 25 tons and 25 passengers, the railway would pay working expenses and interest. Now, every hon. member of the Committee was satisfied that the freight and travel would double the amount named. There can be but little doubt, therefore, that the work would pay, and would be no burthen or expense upon the country. The railroad from Cascumpec to George-town, at a cost of £5000 a-mile, (the distance being 120 miles) would cost £600,000. Right of way, say £10,000; Engineer, say £2250 for three years; Commissioners, £1000; Appraisers, £3000, and say an additional £2750 for Contingencies, —the total cost would thus be £622,000. During the first year of construction, the expenditure would not exceed £150,000; and as the expenditure would extend over the whole year, not more than six months interest could be estimated, viz: £4500. The second year, we should have to provide for the interest of twelve months of the £150,000 expended the first year, and £200,000 expended the second year for six months, amounting to £15,000. The third year, interest of £350,000 for twelve months, and balance of expenditure, say £272,000 for, say, three months, equal to £26,580. In all, £46,080 in three years. Two and a-half per cent. on the Imports would amount, in three years, to £45,000, and a balance of interest on this amount, say £600, to be added. So that, within the years of construction £46,080 would be spent, the 2½ per cent. would realize £45,600—only £480 less than the expenditure—to say nothing about the saving in the Road service and Post Office department. One of the papers published in this city, the *Patriot* published, a few days ago, a report to the effect that the Government contemplated levying a tax of 3 per cent. on the imports, 2½ per cent. on the ad valoreum, and 1½ per cent. on the exports of the country. That statement was false, and without the shadow of truth to support it. The fact was, that there were loafers and intruders hanging about the Colonial Building, who were destitute of all sense of honor, and by their continual pimping, rendered it dangerous for hon. members to speak a word even in private, without the risk of being misrepresented by those interlopers. At the close of his speech he submitted the following:—

[See resolution in summary of last HERALD]

Mr. Wightman followed the Premier, and said that, before legislating on this great question, the people should be consulted. There was nothing to warrant the immediate construction of a railroad. The House had not the consent of the people in involving the Colony so enormously in debt as would take place, if this great measure was passed. The Government should have come down with a prepared statement of the expenses appertaining to the whole question. True, they had stated that the construction of the road will not cost over £5000 per mile; but that was not the whole question. The Opposition side of the House was not averse to the expense of the undertaking, provided time was allowed to get the consent of the inhabitants generally on so very grave a measure. Such haste, on the part of the advocates of the railroad, would drive many into opposition to it, who, if the question were submitted to them at the polls, would support it. The question has not yet been fully agitated. At the meetings held throughout the Island, diversity of opinion prevailed. We had harbors in every part of the Island, and he did not believe that a railroad was going to enhance the value of agricultural products to that extent set forth by the admirers of the measure. He (Mr. Wightman) and many others would realize just as high prices for their oats and potatoes as if a railroad was passing by their doors. He was not going to occupy the time of the Committee by making a long speech; but would urge on hon. members the propriety of deferring any immediate action on so important a question as the one under consideration. He would therefore submit the following resolution, viz:—

[See resolution in summary of last HERALD]

The Atty. General said the resolution just submitted by his honor the Leader of the Opposition, was rather plausible; and he was not sorry that it had been introduced, that it might be debated on its merits. It virtually admitted the necessity of a railroad, though evidently there was a desire to make political stock of the question. The attention of the House was directed, in his honor the Lieut. Governor's Speech, at the opening of the Session, to the question, as follows:—

"I am of opinion that the facilities of the transport and shipment of the productions of Prince Edward Island are now inadequate, and that you would do well to consider the expediency of constructing a railroad through the Island, and of deepening the water in several of its harbors, and at the public wharves, by means of dredging."

To that the following answer was given:—

"We coincide with your honor in the opinion that the facilities for the shipment and transportation of the productions of the Colony are insufficient. The deepening of the water in several of our rivers and also at our public wharves, by means of dredging, and the expediency of constructing a railroad through the Island, will receive our most serious consideration."

He (the Atty. General) would ask his honor the Leader of the Opposition if he was prepared to say that the means at our command for transportation of the productions of the Colony were sufficient. If the members of the Opposition would express the honest convictions of their own breasts, they would say they were not sufficient. For want of a sounder argument, the Opposition strove to delude the people, by telling them that the railroad would bring the Island into Confederation. The great advantages of railroads were too well known to an intelligent public to require much argument. Railroads aided very materially the interests of all countries, developed their resources, enhanced the value of lands, afforded facilities to the poor as well as the rich, by bringing within the reach of all classes the products and manufactures of other countries, as well as in affording a cheap and expeditious mode of conveyance. Railroads brought people from remote parts more frequently together. Intercourse and interchange of sentiment quickened thought, elevated the mind, enlarged the understanding, and thus promoted the education of the people. But it was said that the railroad would interfere with the everlasting land question. He (the Atty. General), however, contended that the increased value of lands caused by the railway would be participated in largely by the tenant, whose lease could not be disturbed and whose yearly rent could not be increased. Eminent and practical engineers have been on the Island, and upon careful inquiry have ascertained that a first class railroad can be constructed through the Island for a sum not exceeding £5000 a mile. It would appear that the narrow guage system met the approval of men of science, and was better adapted to our winters, whilst its speed was almost equal to that of the broad guage. It was the duty of every hon. member to divest his mind of all party feeling in discussing this great question, and meet it in the light of reason and common sense. Why, he would ask, could not a railroad be made to pay here as well as in other Provinces? The road between St. John and Shediac was 108 miles long, and last year it realized $188,598 receipts for traffic and passengers. A railroad 120 miles long on the Island, with a traffic equal to that on the Shediac line, would yield $204,097 yearly. He based his calculations on the Shediac line, as it was the nearest to us, and we were better acquainted with its locality. He was not dealing in any chimerical flights of imagination. The whole expense of the road, at £5000 per mile, would be £660,000. The interest on that debt would, at 6 per cent., be £39,600. Persons experienced in railroad matters, state that the working expenses of the narrow guage would be 40 per cent. of the earnings of the road, while that of the broad guage was 70 per cent. That would give us a clear annual profit of £26,140. Take that from the interest, namely, £39,600, and but a small trifle remained. He had the honor to represent one of the largest constituencies on the Island, and though some of his constitutents were opposed to a railroad, yet the large majority were in favor of it. He respected the honest convictions of those who differed from him, and would be sorry to reflect on their judgment. The Opposition has the assurance of his honor the Leader of the Government, who introduced the question, that if the railroad could not be built for £5000 a mile, he would oppose it. But it would appear that they (the Opposition) were resolved to oppose the measure because it originated with the Government. He did not envy those obstructionists, who might be better employed than stalking through the country, sounding false alarms, abusing the Government, deceiving the honest yeomanry of the country, and prejudicing their minds against the railroad. He observed that even before the Leader of the Government closed his speech upon his railroad resolution, submitted this evening, up comes the Leader of the Opposition with a counter resolution, not knowing the nature of the main resolution. That showed that the amendment was concocted, revised, engrossed, and amended by the Opposition caucus meeting held some days ago. To hear some denounce the Government, and declare the country would be ruined, one would suppose they had more at stake than the richest merchant in the city or possessed the prosperity of a Rothschild. How could the advocates of railways ruin the country and not injure their own interests? Many wealthy merchants and farmers were in favor of a railroad, who had all their capital invested in the trade of the country, and yet they were not afraid of being ruined by a railroad.

Hon. B. Davies, after alluding to the hurried manner in which the House was moved into committee on this important question, said the complaints as to the bad state of our roads, originated chiefly with gentlemen in and about Charlottetown. The farming portion of the community were willing to allow time for the introduction of substantial roads. The country was pleased with the action of the late Government in macadamizing roads, which, in his opinion, could be prosecuted with success, nine feet wide in the centre of the road, at a cost of £700 a-mile. That was a practical scheme, and could be carried out on roads approaching the different shipping places, towns, and villages. This could be accomplished in a few years. It would appear that the Government contemplated the abandonment of macadamizing, as they had only voted £1500 for that service, equal to seven-pence ha'penny for each person in Queen's County. It was not the bad roads as much as the endeavor to procure sufficient products to bring to market, that concerned farmers most. The greater number of our farmers had good teams, and bad as the roads were, they could be seen gladly making their way to market in shipping season, with their well-fed horses and substantially got-up vehicles. True, for the space of a few weeks, spring and fall, the roads near the city and shipping places were very bad. The country did not call for the extraordinary proposition of a railway, involving for its completion a million and a quarter of money. He considered the railroad scheme the most reckless and uncalled for ever contemplated in any country. It was altogether beyond our resources; and should it ever, unfortunately, be accomplished, it would prove an endless drag on the community, especially on the better class of farmers. The Government must know that they could not accomplish one-third of this great work without aid, and he had no doubt they intended to obtain that aid from their Confederate friends, in exchange for delivering the country into their hands. It was Confederation, and the selfish interests of the Government, and not the protection of the people's rights, that was aimed at. They must know that they have no right to attempt to carry out this scheme without an appeal to the people. The learned Atty. General might say he would withhold his support from a Bill or resolution which would require over £5000 a-mile; but he must know full well that if the Government commenced this work, they must go through with it. If, after building ten miles of the road, they found it cost £10,000 a-mile, does the learned Atty. General mean to say that they would abandon it? No, sir, they would have to carry it through. He (Mr. B. Davies) would, therefore, caution hon. members of the Conservative party, who regarded the interests of the country, to pause before committing themselves to this wild scheme. He then compared the railroad project to a merchant contracting with a party to build a ship for £4 a ton, for which the contractor should receive £6 a ton. The merchant, at first, might imagine he was making a good bargain, but in the end found, to his cost, that the ship cost him £8 a ton. So it would end with the railroad; for, instead of £5000 a-mile, it would, in his opinion, cost £10,000 a-mile. A narrow guage line was less expensive than a wide one; but he had yet to learn that it was as safe, or that it would answer all purposes equally well. It was well known that engineers were interested in using their best endeavors to induce Governments to enter into works of this kind; but overtures from such interested parties should be entertained with great caution. It was said that because we had no rocks nor mountains in this Island, a railway could be built much cheaper here than in Nova Scotia; but he did not think that any part of this Island afforded equal facilities for the construction of this work, with that part of the Halifax line leading from Truro for the first twenty miles towards Halifax. It was stated that the party that would carry this question, would have a political lease for life. That might, perhaps, be accomplished with the aid of the navvies that would be imported into the country. Two thousand of those navvies, distributed throughout the various polling divisions, might secure the return of the railroad party. That, with the extraordinary patronage that the expending of such large sums of money would throw into the hands of the ruling power, might secure to them the rule for life. Those navvies were well known to be from the lowest classes of society, and consequently boisterous, unruly, and ungovernable. If, therefore, the railroad was to be built, steps should be taken to prevent strangers, unless actual settlers or native-born, from exercising the elective franchise. Five years residence, at least, should be required, before allowing those roving characters to vote at an election. He then replied to the remarks of the Leader of the Government (Mr. Pope) touching the liberty of the press, and defending the Opposition press against the attack made on them. They had good grounds for their opposition, and the country owed them a debt of gratitude for exposing the extravagant schemes of the Government. The proposition to encourage a Company to build our railroad by granting subsidies for a series of years was more in accordance with the plan by which railroads in England, the United States and Canada were built. The advocates of a railroad contended that some £46,000 a year would meet the interest required; but, in his opinion, it would require the sum of £85,000 a year to meet the interest. He then read a statement of figures in proof of his position.

Mr. Hewlan, after replying to Mr. B. Davies, touching his position in the late Government proceeded to review the question under consideration. An attempt was, he said, made by that hon. member to show by figures what interest we should have to pay, yearly, on the principal extended in building a railroad. In one of that hon. member's calculations, he puts the yearly interest at £52,000, and at another he figures it up at £94,000. After all his efforts to show our financial embarrassment, the summing up of the hon. member's speech was to the effect, that he (Mr B. Davies) was not against a Railroad, if it could be built by a foreign Company. He (Mr. Howlan) did not believe that any one member of the Opposition was against a Railroad on principle. Instead of the Nova Scotia Railway costing £14,000 at mile, as stated by Mr. B. Davies, it only cost £11,000 a-mile. As to the financial state of the country, he did not think it was becoming in the late Colonial Secretary to speak so disparagingly of the condition of our affairs. The new Public Building in Charlottetown, and other public improvements, were proofs of the healthy state of our finances. Our Banking Institutions were further proofs of the prosperity of our people. There was a certain class of men in the community who cried out against the establishment even of Banks on the Island; but now we find those institutions springing up all around us, and their returns show that they are a success. The Savings' Bank had, also, overgrown its limits. The deposits in it being £50,000, its managers have called for an extension of its powers, with the view of admitting further deposits. Did the overflowing of our Banking Institutions show that our country was financially embarrassed? This Island, he said, was in a better condition than was Canada, Nova Scotia, or New Brunswick, when they first commenced the construction of Railroads. Those Provinces had, at first, great obstacles to contend with; but, despite all their difficulties, they had secured for themselves and their posterity, thousands of miles of Railway. What, he would ask, were the advocates of a Railroad on the Island, contending for? Only a line of about 130 miles long, through a country free from rock and mountains, through which a Railway can be constructed at a cheaper rate than in any part of British America. He then produced a statement of the principal Railroads in Canada, Nova Scotia, and New Brunswick, showing their length and their earnings, as follows, viz.—

	Miles.	Gross Earnings.	Net do.
Great West'n of Canada,	324	$11 770	$6 448
Grand Trunk of Canada,	1380	5 180	1,165
N. Railway of Canada,	95	7,064	1,778
E. N. R. W. of Maine,	46	2,882	1,249
Boston and Maine,	146	12,810	3,766
Maine Central,	110	5,354	1,637
Port and Sacco. & Ports'th	51	11,265	3,442
Atlantic & St Lawrence,	130	7,270	1,342
E. N. R. R. St. John,	153	1,700	524
Nova Scotia Gov't R.R.	145	1,938	no acct.
N. B and Canada R. R.	119	880	"
Total mileage,	2,703		
Gross earnings,			$16,580,117
Net earnings,			5,147,340
Average of gross earnings, per mile,			6,180
Do. net do.			2,120
Quebec & N. B. estimated gross earnings,			3,200

A very eminent Engineer wrote on here, to the effect that a Railroad, such as was proposed to be built on the Island, would cost only £4000 per mile, and we had Mr Derby's statement to the effect that it could be built for $12,000 a-mile. And surely we had sufficient business tact in our Legislature to frame a Bill that would give general satisfaction. It was not true that the whole country was against the Railroad, and that it was an outrage on them to proceed with such a work. That part of the country which he had the honor to represent was strong for the Railroad, and their representatives on the floor of this House had a right to advocate the claims of their people. It was no wonder that in some places the people should oppose a measure which, they were told, would cost a million of money, would ruin the farmer by heavy taxes, and would end in Confederation. Such monstrous untruths were calculated to excite the people, and create a prejudice against their own best and dearest interests. The hon. member for Belfast (Mr. B. Davies) had told them that we would have to pay an annual interest of £92,000. That hon. member also said that the Railroad from St. John to Shediac earned $525 per mile, and that 60 per cent. of that went for labor, leaving a balance of 40 per cent profit. Taking his own figures, 40 per cent. was the least net receipt. There were but thirteen of a population to the square mile in New Brunswick when they first invested in Railroads. The 108 miles from Shediac to St. John, went through a very small portion of cleared land. If they could build that line at a cost of $25 a-head, surely we can build 120 miles at a cost of $20 per head. They had some $8,000,000 invested in Railroads; and, in addition to that, any man getting up a Company, to build new lines, would be entitled to $5,000 per mile. If our Railroad should not earn more than $525 a-mile, he contended that 2½ per cent on our Imposts would be quite sufficient, without any receipts from the Railroad. The following statistics would speak for themselves:—

The Government of P. E. Island.

Dr.		£	s.	d.
1871. 1st year, money spent, £100-000, at 6 per cent. interest, paid.	6,000	0	0	
1872. 2d year, spent £200,000, at 6 per cent. interest, paid.	18,000	0	0	
1873. 3d year spent 200,000, at 6 per cent. interest required,	30,000	0	0	
1874. 4th year, spent £100,000, at 6 per cent. interest, required,	36,000	0	0	
	£90,000	0	0	

Railway.

Cr.		£	s.	d.
1871. By am't received from the Railway Tariff of 2½ per cent. on £600,000.	15,000	0	0	
This year, 20 miles built, Earnings.	0	0	0	
1872. 2d year, Railway