

expenditure, according to the published report, £34 13s, to collect £30 15s 9d. In the Surveyor's department too, under the heading of "Streets and Squares," it would be found that £23 3s 10d had been paid for repairs, labour, and material, at a cost to the Citizens of £15. Now, this should not be. If the City wanted assistance, proper arrangements should have been previously made with regard to the important question of repayment. He believed, however, that it would be much better that the question should be postponed—the present Government having liabilities enough to meet without engaging in others.

Hon Col GRAY, some four years ago, had the honour of presenting a petition to the House, offering a subscription towards the establishment and erection of a new Market House; the amount guaranteed was £1,500; but, he believed, that if £2,000, or even £4,000, had been required for the purpose, it would have been easily raised. His proposition was, however, defeated by a trifling majority.

Mr. DUNCAN was of opinion that the Market House was a shop for the country producers: and the City Council should pause very seriously before they added a debt of £5,000, or £6,000, to their present liabilities. The cost should come out of the general revenue, for the Market tolls, he believed, would raise scarcely more than £100 a year, and where was the provision for the sinking fund to repair the debt, if incurred by the City Council.

Hon Mr McAULAY denied that the Market in Charlottetown, and the accommodation afforded by the Market House, were more for the benefit of the country people than for the Citizens of Charlottetown themselves.

Hon Mr LONGWORTH was of opinion that in this matter they had a hard and very difficult nut to crack. There was no doubt but that their present Market was a standing disgrace to the City, and it was yearly getting worse. The question of the site for a Market House was not the question at the present time before them; the City Council applied to that House for an endorsement in the matter. He was of opinion that although it was but fair on the one side that the City revenue should contribute largely to the construction of the proposed new Market, yet, on the other hand, the general revenue of the Colony should bear its fair proportion in carrying out and completing what would be a general benefit. The question, however, was not yet fairly before them; and it was a grave question, considering the present debt of the City, as to whether the Council should in any way increase that debt. For his own part he was of opinion that it would be beneficial to the City to suspend its Act of Incorporation, appoint a stipendiary Magistrate, and reduce the present staff of officials, in order that the City revenues might be hoarded up until their finances were brought into a more sound and healthy condition. If the proposed building were erected, the House might, perhaps, grant a sum, but at the present time he objected, and was unwilling to pledge any portion of the revenue of the Colony for such a purpose.

Hon Mr COLES agreed with the hon. and learned member who had last spoken, that it would be advisable to suspend the City Charter. Their expenditure was on the most extravagant scale, and yet the roads in the neighborhood of Charlottetown were worse than those in any other part of the Island. Why even after money had been subscribed for planting trees along the sidewalks of the City, and the work had been carried out, the City Council neglected them, and the consequence was that the trees had been destroyed.

The Speaker then resumed the Chair, and the order for engrossing the Bill relative to Steam Navigation in the Island was discharged, in order that the Bill might be re-committed with a view of making some alteration in the last clause.

The House again resolved itself into Committee. Mr. Montgomery in the Chair.

The proposed amendment was agreed to, "that nothing in this Act contained shall apply to Steamers registered in

any Foreign Countries, unless such vessels shall be engaged in the conveyance of mails or passengers to or from this Island to any other country or colony, nor to Steamers the property of Her Most Gracious Majesty the Queen."

The Chairman reported progress, and the report of the Committee was adopted. The Bill was ordered to be engrossed under the title of "An Act relating to Steam Navigation in Prince Edward Island."

The House then adjourned.

#### AFTERNOON SITTING.

The Bill relating to Steam Navigation in this Island was read a third time and passed.

Hon J. C. Pope, a Member of Her Majesty's Executive Council, presented to the House Accounts and Returns of the Commissioner of Public Lands for the year ending January 31, 1863.

Hon Mr Kelly moved to suspend the rule in regard to the time of receiving private petitions in order that he might present a petition from a primary teacher.

Hon Mr Pope objected, and the Speaker said he could not put a motion to suspend a standing rule of the House if one member expressed himself as opposed to it.

The House then went into the order of the day, viz.: the House in Committee on the different Messages of His Excellency, transmitting Despatches. Mr. Haslam in the chair.

Upon Despatch No. 113 being read,

The Hon the SPEAKER said that he was afraid the Colony was not fully alive to the importance of the question involved in the Despatch now before them. It was matter for grave consideration whether it would be better for Prince Edward Island to be annexed to the proposed Confederation of the Lower Provinces, or to remain as at present. He believed that joining the proposed Confederation would be of no advantage to the Colony, and a fair illustration might be found in the case of Cape Breton.

Mr. DUNCAN was of opinion that if the Colony was annexed to the other Colonies that their taxes would be increased to a large extent, while they would have forfeited the right of self-government.

Hon Mr WARBURTON said that the Union of Ireland to England was a case in point, shewing that it was not well to annex a small country to a larger one; and he was of opinion, notwithstanding all their Despatches, that it would be for the interests of the Island to remain as they were.

Mr. CONROY had been for years of opinion that annexation would not benefit the Colony, but recent circumstances had led him to change his opinion. An evil genius had been at work amongst them stirring up religious strife, and setting neighbour against neighbour to such an extent that he believed the lesser evil would be an arrangement by which Prince Edward Island might be annexed to one of the adjoining Colonies.

Mr BRECKEN could not but consider the question now before the House in a morbid state. Annexation would cure none of the evils the Colony was labouring under, and he believed that it was not for Prince Edward Island to take the initiative in the matter. The only advantage he could see, supposing the annexation scheme to be carried out, would be perhaps an equalization of the tariff throughout the Provinces; while, on the other hand, the disadvantages would, he believed, be very great; they probably would be taxed on account of railroads already constructed, or in course of completion; and they might also expect an *ad valorem* duty of two-and-a-half per cent fixed upon all goods imported into the Island. The natural position of the Colony gave the Colonists the full benefit at the present time, for if they were expected to bear a share of the public burdens, more information and explanation should be given. At all events it would be much better if one of the three larger Colonies, took the question in hand and not leave Prince Edward Island to take the lead. The Land Question