

WEEKLY CALENDAR—MAY.

Full Moon, 5th day, 3h. 45m., morning.
Last Quarter, 13th day, 3h. 4m., evening.
New Moon, 20th day, 3h. 55m., evening.
First Quarter, 27th day, 3h. 51m., evening.

Table with columns: DAY, MONTH, RISE, SET, HIGH WATER, LOW WATER, MOON'S PHASE, MOON'S ALTITUDE, MOON'S DISTANCE.

RAILS—SUMMER ARRANGEMENT.

The Rail for the neighboring Provinces, &c., will, until further notice, be made up as follows:
For New Brunswick, Canada and the United States, via Halifax, every Tuesday and Friday morning at 9 o'clock.

LEGISLATIVE DEBATES.

SUPPLY RESOLVED.

SATURDAY AFTERNOON, 24th March.

Hon. Mr. HAYNES introduced the Road Scale for the current year. He proposed a grant of £2000, to be appropriated as follows, that is to say—
Queen's County, £1,700 0 0
Princess County, 1,500 0 0
Charlottetown and Royston, 200 0 0
£3,400 0 0

Mr. CORNER moved the reconsideration of the Scale. He stated that he had a special grant of £2000 for a Bridge at Onanup, on which some £1200 or £1300 had been already expended.

Hon. Mr. HAYNES was opposed to reconsider the scale. £2000 was an amount which could be afforded for the service. When the division should be agreed to, the members of each County should meet and decide the apportionment to the different districts.

Hon. Mr. CORNER—The members of the district should ascertain the relative cost of removing the bridge to another site, or of building a new one at the present location. Had the right of way to the bridge been given?

Mr. CORNER—The bridge could be finished and the right of way secured for £200. He had no personal or political interest in the matter. The fact that the bridge would accommodate, principally, his political opponents, his only motive was the advancement of the interest of the district.

Mr. YEO had always been opposed to the present situation, but his late colleagues, Hon. Mr. Warburton, had settled the matter, and there was no use his offering opposition to that gentleman at the time. He had himself subscribed £10 towards it.

Mr. OWEN—Political considerations should not interfere with the distribution of road money. The bridge at Onanup, for instance, would require a special grant of £2000, and the public interest required that it should be put into proper condition without delay.

Hon. Mr. HAYNES would not be recommended to the House. He would not be recommended to the House. He would not be recommended to the House.

Hon. Mr. THORNTON—An increased grant was required for the general road service of the whole island. He supposed Mr. Owen's proposal would not be carried. Some £4000 only were appropriated last year. It exceeded the road appropriations of last year; and a large amount would involve the necessity of an increase of taxation.

Hon. Mr. THORNTON—Yes, because the Government had a right to consider the amount of the grant. He supposed Mr. Owen's proposal would not be carried. Some £4000 only were appropriated last year. It exceeded the road appropriations of last year; and a large amount would involve the necessity of an increase of taxation.

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and we would have to meet our obligations by taxing ourselves. The principle advocated by the hon. Mr. Owen, of diverting the land to successful speculations, had been illustrated by the State of Pennsylvania, where the succeeding generations inherited the obligations contracted by their ancestors, and by so doing, degraded the credit and character of the State.

Mr. CORNER—Taxation for roads, if properly administered, was not objectionable. The money raised for each purpose was expended in the country, and the people got the benefit of the expenditure and of improved roads. In countries where there was little or no taxation, there was little or no improvement. He was opposed to an increase of the tariff, and advanced the principle of an income tax as being the most equitable mode of providing for the public wants.

The question was then put on the motion to reconsider the scale.
Ayes—Messrs. Owen, Thornton, Connor, Doyle, Sutherland, Sinclair, Kelly, Cole and Perry—6.
Nays—The Speaker, Messrs. Mealy, Pyle, Doss, Ramsay, Yeo, Montgomery, Gray, Beer, John Yeo, Longworth, Harwood, Laird, Bennett and The Hon. Mr. HAYNES.

Hon. Mr. THORNTON then proposed to apportion the sum as follows, viz.—£1000 to Queen's County, including Charlottetown and Royston, and £1000 for Prince George's County, respectively to the whole Island.

Hon. Mr. LONGWOORTH thought the resolution was unjust to Queen's County. Charlottetown required an expenditure on the wharf, and the amount that Queen's County contributed to the wharf was not in proportion to the wharf and bridge near Town were large and in a dilapidated state. So far from approving of the motion, he considered Mr. Haynes's scale as too low for Queen's County, which would not receive justice by it.

Mr. Doss was of the same opinion. The population of Queen's County, exclusive of the great amount of travel over its roads from the other Counties, entitled it to a more liberal consideration. The public wharf at Summersville interested in keeping up the wharf and bridges in the County, and Pownal wharf, which was almost exclusively devoted to the service of the Mail Steamer, was on that account entitled to an increase from the public funds.

Hon. Mr. PYLE would support the motion. Members for Queen's County complained that they were not getting fair play. They seemed to have peculiar ideas of the most equitable mode of providing for the public wants of the Island, the roads and bridges had been all made, but in certain districts of Prince George's, such as instances as Mr. Connor's or Mr. John Yeo's, the bridges were greater than elsewhere. As for Pownal wharf, the City had no cause of complaint on account of that, for it received it as a gift from the general Government, and its construction by the mail steamer was more than compensated by the wharfage and goods deposited from that vessel. If members for Queen's County had been satisfied with the same proportion as they received last year, they would not have opposed it, but he would resist the spirit of encroachment which was being manifested.

Hon. Mr. PYLE—One would almost suppose, judging from the remarks of the hon. Mr. Longworth and Mr. Beer, that no person lived out of Charlottetown. True, Queen's County paid a large portion of the revenue, but it should be remembered that she also receives the benefit of the official salaries. Prince George's required several large appropriations. The public wharf at Summersville required repairs, and a bridge in his district would be about £50, or £70. The western road must be made passable. He would therefore support the motion.

Hon. Mr. YEO had always been opposed to the present situation, but his late colleagues, Hon. Mr. Warburton, had settled the matter, and there was no use his offering opposition to that gentleman at the time. He had himself subscribed £10 towards it.

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Ayes—Messrs. Ramsay, John Yeo, Thornton, Owen, Mealy, White, Perry, Pyle, Sinclair, Doyle and Connor, 12.
Nays—Messrs. Kelly, Cole, Gray, Doss, Longworth, Beer, Speaker, Laird, Montgomery, Harwood, Yeo, Hovell, 10.—12.

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