

(Continued from first page.)

much exceeding what we have named. We have not alluded very particularly to the cost of macadamizing, because that depends on a variety of circumstances, one of which is the cost of stone. The price we have named is from two to four shillings per ton, and it would not be very wise to announce that the Government would have to give a high price; therefore, we left that matter open. The prices we have named are mere approximations. It was thought that the width of the roads could be greatly reduced, and that would reduce the cost in proportion. The subject is of such paramount importance as to warrant a considerable expenditure. I observed this very morning the difference between a piece of road, just outside of town, and other parts which have not been macadamized. That part which I refer to, is on the St. Peter's road, and it is dry and in as efficient a state for carting on as any time in summer. If we had such roads as that throughout the Island, a very great difficulty would be overcome. We know that April is almost a dead month with our farmers, and if we had good, hard, substantial roads, they could be hauling lime and manure, as well as taking their heavy produce to market. As our roads are now, valuable time in the month of May is occupied in hauling produce to market, which should be employed in putting seed in the ground. There are some of the advantages of good roads; but it cannot be expected that such an outlay as would be required to put our roads in that efficient state can be undertaken all at once. It must be a work of time. If any individual thinks our present roads can be converted into good roads in a short time, and at a small cost, he is very much mistaken. I am told that this Report is, in a manner, thrown away, because it is not to be acted upon this Session, but I am not of that opinion. I believe the suggestions contained in it are practicable, and any person of moderate ability could carry them out if an Act were passed. The plans we have suggested are also, in my opinion, adapted to the circumstances of the Colony. The Report is before the House for some time, and of your minds, your honors have made up your minds respecting it.

Hon. Mr. PALMER: His honor who has just sat down says he has been told that the time of the Committee has been wasted in preparing this Report, but your honors, I am none of those who are of that opinion, and I trust few are. I think, on the contrary, that their time has been well applied, and the information they have brought to bear upon this subject is very creditable to them, and of great importance to the country, and I hope that at no distant day the suggestions they have made will be brought into practical operation. But the great question is, how soon will we be able to avail ourselves of the suggestions they have made? I have always been an advocate for putting and keeping our roads in as thorough a state of repair as possible, for there are few ways in which we can so much advance the interests of our agriculturalists as to facilitate their means of getting their produce to market. Though I am not an agriculturalist, yet I can very well understand, that raising produce is one thing and getting it to market is another. A farmer, after he has raised a quantity of produce, has very serious difficulties to encounter, that is, if he is any considerable distance from market or from a seaport, in getting it to market in such a way that it will not be eaten up with expenses. Therefore, I think there is nothing to which the attention of the Legislature can be more properly applied than devising ways and means to put our roads in a thoroughly efficient state. It recalls a common quotation to my mind, that he who by his science or skill "makes three blades of grass grow where only one grew before, is a benefactor to mankind," and I would say that he who could enable a farmer to take his half ton weight of produce to market in three hours, which formerly occupied nine, confer a similar benefit upon the Colony. But, in order to make good roads, two things are required, science and means, or money. Now, the science of road-making, as applied to this Island, is not, perhaps, in any way, different from that in its application in Great Britain, and I am thoroughly convinced, as I am sure your honors must be, that our roads can only be put in a fit state for the thoroughfare of vehicles of burden, by placing proper material upon them. A person who is competent to superintend the making of good roads in Great Britain would, of course, be calculated to do the same here. In most parts of Great Britain they have either hard stone or abundance of gravel, but our soil is of such a light and yielding nature, that it requires a greater amount of hard material to make substantial roads. The plan suggested by the Committee, Macadamizing, is not new to the world. It has been in use the best part of a century in the Old Country, where it is found to be the best of all plans, and there cannot be any difference of opinion as to the mode or manner of making roads in applying the Macadamizing system. But the great desideratum is, how is the Colony to raise means to carry that system into operation to a sufficient extent for the country to feel the benefit of it at an early period. By the calculations the committee have made, we see that the cost of material for macadamizing one yard of road 18 feet wide, would be 5s., or nearly £450 per mile, that is, for hard stone broken and delivered in Charlotte-town, or some other Port, where it can be landed, not in the interior of the country. Well now, so far as the application of macadamizing material and labour would be applied in and about the immediate vicinity of the great centers of shipping, such as Charlottetown, Georgetown, Summerside, and a few other places, we could form a pretty good estimate of what it would cost; but we

must carry our calculations a little further to illustrate this proposition, for every part of the Island is interested in the matter. For instance, what would it cost to macadamize a mile of road seven miles from a shipping port where the material is delivered. Remember there are 1760 tons of stone to be consumed seven miles, and according to a rough estimate of mine, for I have not much knowledge of these matters, a man with a horse and cart could convey two tons per day, that is, allowing him to make four trips, and to take half a ton each trip. Then, supposing a man with a horse and cart could be engaged at 9s. per day, it appears to me that the cost of conveying the stone for one mile of road would be £396, which sum, added to £450, the cost of the stone, would make £846. Thus you see it would amount to an enormous expenditure, if it were decided that the roads throughout the Island should be made in this way. It is true, taking any particular line of road, say from Charlottetown to St. Peter's, or from Charlottetown to St. Eleanor's, we would not require to have every mile macadamized. We might disperse with many miles on hill sides and other favourable situations. Still we must see that to carry out that system, so as to be a general benefit to the Island, would entail an enormous expense, and that shows us that we must have recourse to some other means of effecting our purpose. Therefore, it has always been an idea of mine, that we must fall back upon the use of such materials as we have, and if we have not the best quality, we must use the nearest to it, that is, our Island sand stone. If large sums of money are to be expended, I think the Colony would derive as much benefit from the use of the Island stone as from imported stone; for if we could get five or six miles done with our common sand stone at the same expense as one mile, or half a mile, with imported stone, I think it must be seen, that by using the Island stone, we would be conferring the greatest benefit upon the greatest number of people. At the same time, I would have no hesitation in giving my vote for importing stone to Macadamize the great thoroughfares in the vicinity of the principal parts of business in the Island, which would be a great benefit to those shipping produce. That is a matter of necessity; and I fully concur in the opinion that a stone-breaker would be a great advantage. I have no doubt but the stone-breaker is well adapted to work of that kind, and perhaps to import one would be the most economical means we could employ, where labor is so scarce. I accede to the importation of both the crusher and steam engine, and I think the Legislature should, without loss of time, provide means for importing a machine of that kind. I am sorry that the present session should pass without that being done. The expense would not be very great, and I do not know that we are called upon for any special expenditure this year. There is no doubt but something must be done, for the terrible state of the roads on which our farmers have to cart their produce in October and November is desperate to reflect upon: Those who witness the extreme labor to which men and horses are subjected in the vicinity of this town, in bringing produce to market two or three weeks after the carting season commences, know that difficulties our farmers have to contend with, and the little experience we have had in Macadamizing roads, shows that the plan succeeds remarkably well. Roads made in that way stand the extreme frost of this country very well, and therefore, I do not see any reason why the recommendation of the Committee, in that particular, should not be taken up and acted upon. At the same time, I do not concur in the idea of borrowing large sums of money upon interest, for this service. It is not what I would be hasty to recommend. Our revenue is limited, and though it is gradually increasing, yet we do not look forward to any great increase. We expect that it will merely proceed in the same ratio as it has done for some years past. Therefore, I do not think it would be prudent to involve the country in a large amount of debt for the purpose of laying out the money upon the roads. It is for this reason I regret to find that so little attention is paid in the report to the necessity of using such material as we have in the Island in the Macadamization of our roads. In the summer many farmers have not a great deal of employment, and some spare hands could be engaged in collecting stone and hauling it to where it is most required. If some system of that kind were adopted, the country would much sooner reap the benefit of it, and it would be much more satisfactory than to wait till we would have the means of importing stone. I do not under-value imported stone, for I know it is much more durable, and if once well put on, it would last for ages; but when we make calculations, not only of the first cost, but of the additional cost of getting it to a distance where the people would expect a proportion of the expenditure of the public revenue, as well as those near town. I think we must not place too much dependence on any prospective chances of having our roads made in that way. It therefore becomes us not to lose sight of the next best materials that can be obtained. I am always prepared, while I hold a seat in the Legislature, whether I am in the Government or not, to support any feasible plan to improve our roads, at the least possible expense, and thereby afford to our farmers those facilities of which they stand in such vast need.

Hon. Mr. BEER: This is a very important subject to the Island in general, not only to the farmers, but to all classes who have to travel to purchase their supplies, or for any other purpose. It is highly necessary that the produce of the country should be brought to the ship-

ping places at as little expense as possible. My hon. colleague (Mr. Haythorne) who was a member of the Committee, has referred to nearly every point in the Report, and it is therefore unnecessary for me to detain your honors by any particular explanations of it; I may say, however, that the labors of the Committee were very great in gathering up information from various sources. They worked very assiduously, more particularly my hon. colleague who succeeded in obtaining a large amount of information. Other members of the Committee were not idle, and the information we received from the Old Country, particularly with respect to Blake's Stone Breaker, was very satisfactory. I hope that suggestion of the Committee will be adopted and acted upon. Something was said with respect to the cost of stone imported from the neighboring Colonies. I have imported some thousands of tons, principally Pugwash limestone, and the price I have generally paid, that is for freight, is about 4s. per ton. I believe a large quantity can be purchased here for considerably less than that price. Large quantities have been brought here during the last few years as ballast, and it has been sold at 2s. 6d. per ton. 3s. is considered a high price for it. If parties coming here with vessels from Canoe, or other places in the neighboring Colonies looking for freight, were informed that we would purchase any quantity of stone from them, they would probably load their vessels and would get immense quantities brought to our Ports, where those vessels come looking for freights. I believe we could get it for just about the same price as we could get the Island stone, that is, delivered here in Town and other places where traffic concentrates. It must be admitted by all persons that one ton of good hard stone is worth as much as two or three tons of Island stone. I believe our roads near the shipping Ports, providing the stone is broken by a machine, could be Macadamized at a cost of not more than £500 per mile; while, what we have done with the stone broken by hand, has cost at the rate of £900. I think we are quite safe in saying that it would not cost more than that to do three or four miles from the place where the stone is landed, and therefore, I think the calculations of his honor from the City, (Mr. Palmer) are far in excess of what it would cost. There is necessity for breaking the stones smaller than they were broken on the road which cost at the rate of £900 per mile. They should not be more than an inch and a half in diameter, instead of three inches, as they were upon that road. The advantages of good roads must be admitted by all. If a farmer could take three loads of produce to market instead of two, as he could do with a better description of roads, he would soon find the advantage it would be in the saving of time and labor. There is no doubt but the traffic upon our roads will be greatly increased on account of the extensive use of mus-stad-mud, for I believe it will have the effect of greatly augmenting our crops of agricultural produce. I am of opinion that the crops of those who are using that article extensively will soon be more than doubled. Many are now raising from 50 to 100 tons of hay per year who could not raise more than 10 or 15 tons a few years ago. His honor from the City, (Mr. Palmer) is opposed to borrowing money for improving our roads, but I am of opinion that, under the circumstances, it is the best thing we can do. The main thoroughfares should be put in a good and efficient state as soon as possible. If that could be done within two or three years it would be an advantage to the whole Island. If we were to borrow £20,000, and we could get it at six per cent., then 40 miles of road could be Macadamized and made permanently good. The interest of £20,000 would be £1200 a year, and those 40 miles of road are now costing more than that to keep them in repair, and yet they are scarcely passable at certain seasons of the year. I think 40 miles in the vicinity of the principal shipping places is all the road that would require to be Macadamized for a few years. The roads near Town were nearly impassable last fall just before the frost set in. If the frost had kept off two or three weeks longer, tens of thousands of bushels of produce could not have been brought to Town in time for fall shipment. That shows the necessity of having something done immediately, and if that sum of money were borrowed and laid out in improving the roads, I believe it would be a gain to the Revenue. I do not think it will be necessary to Macadamize the roads in the interior of the country with hard stone for many years. If they were put under the charge of competent persons, as the Report recommends, they might be improved by the use of Island stone so as to do for a long time.

Hon. Mr. LOND: I do not know that I have much to say upon this question, for I am not much acquainted with making roads, though I like to travel on good roads as well as any person. His honor from the second district of Queen's County, (Mr. Haythorne) said parties were finding fault with the report, and perhaps his honor was alluding to me; but I would say that those gentlemen deserve a great deal of credit for their report, though I do not con-cede with all their suggestions. The report, upon the whole, is a very good one, and I would like to see many of the suggestions it contains carried into effect. It is said that hard stone for one mile of road, when broken, would cost £500, and his honor from the city calculates that the material for a mile, delivered seven miles from a shipping port, would cost £846. Well, even so, it would, perhaps, be the cheapest road we could make. We see that large sums are expended every year, and they are half thrown away, for our roads are just as bad every fall as they were the preceding fall. I cannot agree with his honor from the City, as to the advantages of using our Island stone. A short piece of the road leading to St. Peter's was done with Island stone, and what was the consequence? It never was worse than it was

last fall, and it was more difficult to travel upon it than upon other parts of the road on which no stone had been used. It was rounded up till it was almost as sharp as the back of a beast, so that it was almost impossible to travel upon it. There would not be much trouble about making good roads if we had plenty of money, and the great object is to adopt the best plan of raising it. I differ from the report, as far as its recommendation borrowing money, for I think we can adopt a better plan. I agree with his honor from the City on that point. The plan I would adopt, is to raise the ad valorem duty, and then every consumer would bear his proper proportion of the expense. I would also have the Government bound to expend the amount that would be raised by that increased duty upon the roads, as we have been binding the city authorities with respect to the streets. I do not think the country would object to a proposition of that kind, and when the roads would be Macadamized, that tax should be taken off. In Canada, the people hold meetings in the municipalities, and farmers and others come volunarily forward and bind themselves to advance large sums—perhaps £20,000 or £30,000—to assist in building railroads. They do not, at once, pay the money, but they pay the interest, and bind themselves to pay the principal in twenty or thirty years. In this way, and by the farmers in the different municipalities subscribing large sums, they are getting a railroad built which is longer than this Island. The farmers advanced, perhaps, more than one-third of the money required, and we should adopt something of a similar kind here. I would approve of that rather than of contracting a loan. However, your honors know very well that we cannot have good roads without expending money. I believe the Government has granted £300 for Charlottetown, and £150 for Georgetown and Summerside, for Macadamizing roads, but I think that is beginning in the wrong way. I would rather see £500 granted for importing a stone-breaker, for it is no use to think of Macadamizing our roads, and breaking the stone in the same way as we have done before. When the sum granted is so very small, I think it should have been all granted for one town, whichever one you like, for what is the paltry sum of £300 or £500 for this service. The report recommends the appointment of a better class of Road Commissioners, and that may be quite right, but perhaps our Commissioners do just as well as if they received £100 or £150 a year.

(To be continued.)

PASTURE ON WILLOW FARM.
PASTURE, on the above-mentioned farm, can be seen for a limited number of days, by an early application to the subscriber. Terms: 1st. Joint in advance. Cattle to be taken on pasture 1st. June to 1st. August.
St. Dunstan's Coll. ge Farm, April 21th, 1868.

Dissolution of Co-Partnership.
THIS is to give Notice, that GEORGE D. WRIGHT having left, Prince Edward Island, the CO-PARTNERSHIP which did exist between the undersigned and the said George D. Wright is dissolved, and all just claims against the said Firm up to Sept. 1st, 1868, will be paid by JOHN HUDSON
Kont Street, Charlottetown April 21st 1868. per 3/18

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By order of the STOCK FARM COMMITTEE.
April 27, 1868. ex 1st pt 4

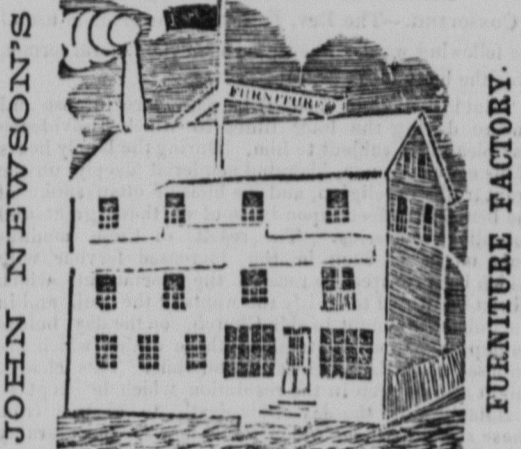
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Orwell Store, Aug. 10, 1864.



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An elegant preparation for the Toilet and Nursery, possessing, in the highest degree, the property of removing Scurf and Dandruff from the Head, and by its invigorating qualities, increasing the growth of the Hair.
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Blotches on the skin	Erysipelas	Lumbago	Ulcers
Colic	Females Irregularities	Piles	Venereal Affections
Constipation	Fevers of all kinds	Retention of Urine	Worms of all kinds
Colic	Fits	Scrofula or King's Evil	Weakness, from whatever cause
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Consumption	Head-ache	Stone and Gravel	
	Indigestion		
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