A. C. McDonald, Esq., in favor of Dredging Machines and Railroads. Will receive support of his Constituents in doing so.

Mr. A. C. McDONALD said that when we looked at the state of our roads in the Spring and Fall of the year, we could not but admit that the facilities for the shipment and transport of the agricultural productions of the country were quite inadequate to the requirements of the people. A large amount of money had been expended throughout the country in the construction of wharves, which now required either extending or to have the water deepened at their sides by dredging. He thought the latter far preferable, as it would be the means of saving a large amount of money. Not only the wharves, but the harbors also, in many instances, would be benefitted by dredging. Many of our harbors are shoaling or getting filled up, and in some cases require straightening. At Montague the latter was particularly apparent, and, being the third shipping place on the Island, should be attended to without delay. The question in reference to the construction of a railroad had come suddenly upon us; this was owing to the fact that no one thought it could be built for £5,000 currency per mile. Some hon. members thought it absurd to think of building so cheaply on this Island, compared with the cost of construction in other countries, but there was no doubt that the company who made the present offer were well acquainted with the nature of the country through which the line would pass, and knew well what they were doing. The hon. member for Murray Harbor (Hon. Mr. Wightman) had stated that he was opposed to the construction of a railroad without appealing to the people at the polls. At the same time he was willing to support the Government in procuring a dredging machine; but he (Mr. McDonald) contended that the latter act would be the same in principle as proceeding with the railway without going to the polls, only that one undertaking would be greater than the other. The hon. member for Belfast (Hon. B. D.) expressed the opinion that a railway would not lessen the traffic upon our public roads. He (Mr. McD.) was of a different opinion, and thought it would be lessened, because the railway would take away the present heavy strain upon the great arteries of trade, and thus the latter would be more easily kept in repair. Some hon. members of the Opposition thought we were the most flourishing people in the world; if such was the case we should open our eyes to the necessity which exists for the construction of a railroad. The fact that the Government of the United States gave to the contractors of the Pacific Railway large tracts of land along that line shows that the people of that country were alive to the necessity of railroads, and the same spirit of progression should animate us. The hon. member for Tryon (Mr. Howat) thought the farmers were in the habit of holding back their grain in order to obtain higher prices. That fact only showed the necessity which exists for a railway, for if all the farmers were able to hold back their produce till higher prices could be obtained, they would require increased facilities for speedily placing it in the market when prices rose. Such farmers, no doubt, would be strongly in favor of a railway. He had attended some meetings in his own District, and was glad to find that a very large majority of his constituents were in favor of the construction of a railroad. But he did not view the matter in a selfish manner; he wished to see the whole Colony benefitted by it. He was personally in favor of the undertaking, and his constituents would support him in his advocacy of it.

J. O. Arsenault, Esq., argument in favor of Railways.

Mr. ARSENAULT said that there was no doubt that the question before the Committee was a very important one, and should be discussed in an impartial manner. The construction of a railway was a matter which interested all classes in the community. He had seen the building of a railroad going on in New Brunswick, and he had heard the people state at the time that that Colony would not be able to pay the cost of its construction. He, himself, did not then see how that road was to pay its expenses; but he had since learned that the traffic had greatly increased, and that the people there would not now be without it, and go back to their old system of conveying produce to market, on any account whatever. Instead of going back, New Brunswick was adding to her lines of railway; and if railroads, passing through some of the most barren tracts of that Province, were found to pay, why should not a railway through the length of this fertile Province pay its expenses also? Why should this Island lag behind all the other Provinces? He was of opinion that a railway was more required here than in some places where such roads were in operation. The advantage of a railroad would give our farmers two months more to ship their produce, for Georgetown harbor remained open a month longer in the Fall, and a month earlier in the Spring, than any other harbor in the Island. By giving the people generally the benefits of that harbor, they would find more constant employment during the winter season. In order to raise funds to pay the interest of the cost of a railway, land should not be taxed, but an additional duty of 2½ per cent should be placed upon imported goods. This would cause the burden to bear heavier on the rich man and lighter upon the poor man. He thought that if the road, with stations and rolling stock complete, could be built for £5,000 currency per mile, the cost would be very reasonable. He believed it would soon pay the interest and working expenses. He remembered the time when only a very small steamboat plied between Summerside and Shediac, but now two large steamers were kept busily employed in conveying passengers and freight, and many persons are of opinion that there should be a daily boat. If a railway were in operation, a daily boat would soon be put on that line. Formerly only a few passengers travelled by stage, but the oftener the stage run, the more the traffic had increased. Some people were not satisfied because the road would not pass through their neighborhood. It had been precisely the same in New Brunswick—some wanted the North Shore route, and some the interior route. All parties here could not be satisfied, any more than they could there. He believed the great bulk of the people of this Island were in favor of the undertaking, but that some localities would not gain as much from it as others, and therefore did not go so strongly in favor of it.

W. S. McNeill, Esq. Other requirements more needed than Railroads.

Mr. MCNEILL thought the day was not far distant when a dredging machine would be required on one side of the Island, and a steam tug on the other. He was not present last evening when the Hon. Leader of the Government entered into the Railway Question, but he had no doubt his remarks were very elaborate. He thought the Government were taking the proper course to ascertain the views of the people in regard to the matter. Confederation had been discussed in the same manner, and before that question had been before the people, they pronounced against it; the consequence was there was not now an avowed Confederate in the House. It was probable that the people would oppose the Railway Question just as strongly as they had opposed Confederation; and if they did so, he believed the Government would not carry out the scheme without their consent. Different statements had been made with regard to the cost of the construction of a Railroad; but the people would probably decide that it would be between the lowest and highest amount named. He was of opinion that the requirements of the country would not warrant the undertaking of so expensive a work at present, and that there were other matters which required to be attended to instead. He did not think a Railroad would be the means of increasing our agricultural products to any great degree, or, that it would make much difference in that respect. The increase of farm produce depended more upon the manner in which farmers cultivate their land, than in the manner in which produce was taken to market. If farmers were happy and contented, they would carry on farming operations with better heart, and the way to make them so was to free them from landlordism. A great many of the constituents of the hon. member for Fort Augustus (Hon. Mr. Kelly) were in a bad position on account of having short leases, and if the proprietors of their lands were to consent to sell while the Railroad speculation went on, the Government would not be in a position to purchase his estate. It was his (Mr. McN's) opinion that the purchase of the proprietory estates would facilitate trade, for people would then be contented upon their farms. He would not oppose the construction of a Railway, if it were undertaken by a company, and it was not because the present Government took the matter up, that he opposed it, but because he was opposed to its being made a Government speculation at all. The subject had been debated under the late administration, and he had then heard the hon. member for Belfast (Hon. Mr. Duncan) say that he believed that if a Railway, rolling stock and all the equipments complete, were presented to the Colony, it would not pay working expenses. The construction of a Railroad would be a grand scheme, if the country would not be injured by the burden of its cost. It would no doubt cause the country to rank high in the arts and sciences, but it was rather too large an experiment for so small a country. A short piece of road might be built from Richmond Bay to Bedeque Bay, in order to transport the cargoes of vessels from the former to the latter port—which might prove of great benefit. Another short line might also be built between East River and Tracadie Bay, for a similar purpose, if the Government wish very much to enter into such speculations. It had been argued that the offer which had been made was a very low one, and ought to have been accepted; but the parties names who made the offer, had not been given, and they might be men of straw for aught the hon. members of the opposition knew. His constituents had just as much difficulty as people in other parts of the country had in conveying their produce to market; but the great majority of them were opposed to our undertaking a work beyond all proportion to our means, and such as was never undertaken by any equal number of people in any country in the world. But he believed that the Government would take no undue advantage of the people—in forcing it upon them without their consent.

Donald Cameron, Esq., in reply to several anti-Railroad arguments.

MR. CAMERON said that the question before the Committee was one which affected the interests of the people of this Island to a very great extent. He considered that our facilities for the shipment of the productions of the country, are inadequate, inasmuch as many harbors stand greatly in need of dredging; he was therefore glad to hear that the Government intend to improve our harbors, public whaves &c. Breakwaters too, in some sections of the country, required additions in order to make them more beneficial. The harbors on the north side of the Island are much obstructed by sandbars forming across their mouths, and therefore, dredging—as in the case of New London for instance, is necessary. The improvement of our harbors by dredging would, he believed, advance the commercial interests of the Colony to an extent hitherto unknown. But he believed that there is a large portion of the inhabitants of this country who feel that a Railway is very much required, and it is a matter for regret that there is such a diversity of opinion both outside and inside of the House in reference to it. That many and great advantages would accrue to the people of this Island from the construction of a Railway, he was free to admit and he believed that every hon. member of the House would agree with him in that opinion. While the people along our shores were opposed to bearing the cost of the undertaking, because they expect to reap few direct advantages from it, the inhabitants of the interior, who were beyond the reach of harbors (although no part of the country was very distant from a harbor) were strongly in favor of it. On account of many of our harbors being very inferior, especially on the north side of the Island; people were obliged in many instances to haul produce a considerable distance. Some farmers were obliged to convey their productions to a distance of fifteen miles, and some even further than that, in order to reach a good market. In the district he represented, people sometimes hauled their produce to Charlottetown and Summerside, and sometimes to Crapaud; all these are long distances to travel, and in the fall season, when the roads are in a very bad state, cause great hardships. He had endeavoured to ascertain the views of his constituents in reference to the Railroad, and found that a large number were in favor of it and a large number opposed to it. He considered it quite probable that a large majority of them were opposed to it and he would, therefore endeavor to ascertain their views still further, before consenting to give it his support. Those hon. members who had the consent of their constituents, were perfectly justified in giving the matter their full support, and he thought there were several hon. members of that House in that position; but when the people of any district were strongly opposed to it, their representatives were bound to carry out their wishes by doing all in their power to prevent its construction by the Government. Some hon. members were of opinion that the proprietory estates should all be purchased by the Government before proceeding with the construction of a railroad, and he assured that hon. Committee, that no hon. member of the House was more desirous than himself to effect that object; but to postpone the undertaking till all the estates were bought up was out of the question; for a hundred years might pass away before all the proprietors consented to sell. He could not agree with the statement that the construction of a railroad through the estates of the proprietors would render the purchase of those estates by the Government more difficult, inasmuch as, if the tenants pay their rents, the proprietors would be put in no better position than before, especially when the leases extended to 999 years. It had also been urged that the undertaking of the work by the Government, would be class legislation; but he could not agree with that argument, for he believed that what benefited one class of the community benefited the whole. The construction of wharves and bridges in particular localities benefited those places to a greater degree than places at a distance from them, still the whole country was benefited to a certain extent; and so it would be in reference to a Railroad, only that the general benefits would be greater still, in proportion. If it could be shown that a Railroad is really necessary, and that the benefits which would arise from it will be commensurate with the cost of its construction, the minority who would not be so greatly benefited should give way to the requirements and wishes of the majority. The hon. member for Tryon believed the work to be unnecessary, and that it would attract to the Colony a class of men who would endanger the morals of our people, and put anti-Confederates in danger of being outvoted. He (Mr. C.) thought the hon. member need not entertain any fears of that kind, an act might be passed to disfranchise laborers from the other Provinces, while employed in building the road. The expenditure upon our common roads would not be as great as at present, for the traffic upon them would be greatly lessened, and they would thus require less repairing. The hon. member for Rustico (Mr. McNeill) had stated that if any piece of railroad were to be built as an experiment, it should be across the narrow necks of land between Richmond and Bedeque Bays, and between Tracadie Bay and the East River; but he (Mr. C.) was of opinion that if any piece of road were built, it should connect Charlottetown and Summerside, where the traffic would be greater.

Summary of Legislative Council Proceedings.

TUESDAY, March 21.

A Bill to incorporate St. Lawrence Lodge of Odd Fellows, a bill to incorporate the trustees of the Presbyterian Church at Summerside, a bill to incorporate the Charlottetown Young Mens Christian Association, and a bill to incorporate Mount Lebannon Lodge of Free Masons, were severally read a third time and passed.

The 21st annual report of the Medical Superintendent of the Lunatic Asylum, was presented by the Hon. Col. Secretary, and the same was read and ordered to be laid on the table.

Petitions presented—

By the Hon. Mr Reid, a petition of certain inhabitants of Lots 1, 2, 3, and 4, praying for the establishment of a new polling division.

By Hon. Mr. McDonald, of certain inhabitants of Baldwin's Road and adjacent settlements, praying for the establishment of a Small Debt Court.

By Hon. Col. Secretary, of inhabitants of Charlottetown West Royalty School District, praying for an amendment of the Education Act, so that householders may be assessed for school furniture.

Said petitions were read and ordered to be laid on the table.

Hon. Mr. Bell rose to present a petition of Lots 1, 2 and 3, against the proposed line of Railway.

Hon. Mr. Reid objected to the petition being received on the ground that the names had all been appended thereto by two or three individuals. The very fact that it had been addressed to his honor from Summerside, (Mr. Muirhead) looked suspicious

After a few remarks by Hon. Col. Secretary, Hon. Mr. Beer, and Hon. Mr. Dingwell, it was decided that the petition could not be received.

On motion of the Hon. Mr. Beer, a Bill to amend the Act for the protection of the salmon fisheries, was re committed, and one or two verbal amendments were made therein.

On motion of Hon. Mr. Gordon, a Bill to amend an Act relating to Light and Anchorage dues was read a second time and referred to a Committee of the whole House.

Hon. Mr. McDonald said the amendment was a very judicious one. By the present Act, the year for which Light Duty had to be paid expired on the 31st December. A vessel might come into a harbor on the 30th Dec., and would be liable to pay 6d. per ton, and if she remained in the port till after the 31st, she was liable to pay an equal amount again, which was a great hardship. The bill would exempt vessels in such cases for the months of January and February.

The Bill was reported from Committee, agreed to without amendment.

Hon. Mr, McDonald moved for the second reading of a bill to authorize the sale of St. Andrew's College Farm, and, on doing so, said that as St. Andrew's College had been merged into St. Dunstan's College, the property belonging to the former was no longer required for the purpose for which it was originally intended. It was, therefore, desirable to have it sold, and the proceeds applied to the purchase of property in connection with St. Dunstan's College.

The said Bill was read a second time, referred to Committee, reported agreed to without amendment, read a third time and passed.

A Bill was brought up from the House of Assembly by the Hon. Mr. Pope, to amend the Law relating to Vaccination. Also, by the Hon. Attorney General, a Bill to continue and amend the Act to incorporate the Union Bank, and a Bill relating to Physicians and Surgeons. Said Bills were read a first time, and ordered to be read a second time to-morrow.

Hon Mr Haythorne said that, when the Legislature was last in session, the Seals of the Colonial Office were held by the Right Honorable Earl Granville, but since that time a change had been made, and it had not been announced to the House.

Hon. Col. Secretary replied, that he was not aware that it was customery to announce changes in the Imperial Ministry in the local Legislature, but he had no hesitation in stating, that since last Session, Earl Granville had resigned the Seals of the Colonial Office, and his successor was Earl Kimberley.

Adjourned.

WEDNESDAY, March 22.

Hon. Col. Secretary on moving the House into Committee on a bill to amend the Law to promote Vaccination, said, it was considered no longer necessary to call upon the State to pay the fees for Vaccination, only in very exceptional cases, where the recipients of it were too poverty stricken to pay them themselves. The fees for Vaccination now amounted to a considerable item in the Public Expenditure and were yearly increasing, but under the operation of the bill, the parties would have to pay the fees themselves.

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

On motion of Hon. Mr. Haythorne, a Bill to amend the Act to incorporate the Union Bank, was read a second time, referred to Committee, reported agreed to without amendment, read a third time and passed.

Hon. Mr. McDonald, a member of the Board of Education, presented the School Visitors' Reports for the past year, and the same were read and ordered to be laid on the table.

Hon. Mr. Beer remarked that those reports were valuable documents, particularly those of the Visitors for King's and Queen's Counties. They contained many important suggestions for the improvement of our educational system, and they showed that the present system cannot be continued and improved, as it should be, without increased expenditure. He did not want to advocate a high tariff; but it was easily seen that we could not keep up our ordinary expenditure without increased means.

Hon. Mr. Balderston observed that the Visitor for Queen's County complained that many schools were closed in the fall, on account of non-attendance of pupils. As boys and girls were required home in the fall to assist in gathering in the crops, he (Mr. B.) thought it would be an improvement to have a six weeks' vacation. The allowance to teachers was too small, though it was as much as the Government could afford. He thought it would be an improvement to have a clause in the Act to enable the majority in a district to assess the householders in order to subsidize the teacher's salary. The additional allowance to second-class teachers was not sufficient to induce persons to qualify themselves for that class, and should be increased by some means.

Hon. Col. Secretary said the most meagre report was that of the Visitor for Prince County; the others contained many valuable suggestions. Still, they were under a debt of gratitude to the late Visitor for Prince County, as he had coined a new work, viz: "Inspectatorial." The next person who compiled a dictionary would have the satisfaction of inserting a word added to the English language by a Prince Edward Islander. But though there were many valuable suggestions in the Reports, he observed that 74 schools in Queen's County had changed teachers during the past year, and that was an injurious practice. He also observed that 17 teachers in the same County had abandoned the profession during the past year. The principle of grading schools was a sound one, and he would like to see it carried out, particularly in the towns. He agreed with his honor who spoke last, that the additional allowance to second-class teachers was not sufficient to stimulate young men to acquire a knowledge of the branches they were required to study.

Hon. Mr. Haythorne remarked that when the subject of Confederation was being discussed, our comparative immunity from taxation was pointed out, but if the backward state of many public improvements was considered, it would be accounted for in a way not very creditable to us. Public men should endeavor to familarize the minds of their constituents with the fact, that if they required substantial improvements, they must submit to taxation somewhat similar to what was imposed in other countries. The same difficulties beset education in this Island as were found in other new countries, one of which was the scarcity of labor; but parents should endeavor, as much as possible, to utilize the brief period they could keep their children in school, so that we would not be liable to the reproach of being an ignorant people.

On motion of Hon. Mr. Beer, a bill to amend the Act for the protection of the salmon fishery, was read a third time and passed.

On motion of the Hon. Col. Secretary, a bill relating to physicians and surgeons was read a second time.

Adjourned.

THURSDAY, March 23.

The following bills were brought up from the House of Assembly, read a first time, and ordered to be read a second time to-morrow, viz—

By Hon. D. Davies, a bill to incorporate the Merchants' Bank of Prince Edward Island.

By Hon. Attorney General, a Bill to authorize the issue of Treasury Warrants in sums exceeding £100; and a Bill to authorize the Judges of the Supreme Court to extend the Terms thereof.

A petition was presented by Hon. Mr. Beer, of certain inhabitants of Wood Islands and vicinity, praying for the re-establishment of a Small Debt Court. Also, by Hon. Col. Secretary, of certain merchants and other inhabitants of Charlottetown, praying for a reduction of the rates of postage. Ordered to be laid on the table.

Hon. Col. Secretary, on rising to move that a bill relating to Physicians and Surgeons be referred to a Committee, said the object of the bill was to place physicians and surgeons upon a proper footing. At present there was free trade in prescribing medicines and performing surgery, and that was not desirable. The sooner physicians and surgeons were protected by law the better. He was aware that individuals had sustained serious injury by consulting and taking medicine from quack doctors.

Hon. Mr. Haythorne believed the principle of the bill was sound, but it was rather harsh in some of its provisions. It would be unfair to require a man of great practical experience, and in whom the people had confidence, to go before a board of his juniors for examination.

Hon. Mr. McDonald believed the bill was a step in the right direction, and he would give it his support. Some regulations were required to prevent the community from being imposed upon by persons who advertize themselves as physicians and surgeons, but who were not duly qualified to administer medicine.

House in committee.

Hon. Mr. Beer was in favor of the principle of the bill, but thought it did not make proper provision for the appointment of a Board of Examiners.

Hon. Mr. Dingwell was afraid the bill would exclude persons who now practised and administered medicine with great advantages to the community. Two or three individuals on the Island, who had been very successful in curing cancer, by means of a plaster, the ingredients of which were only known to themselves, would be prevented from practising by the bill.

Hon. the President said the persons referred to, who used the cancer plaster, had obtained the receipt from the late Bishop MacEachern. They had done good service to many individuals and if they would be prohibited from applying that plaster by the bill, he would oppose it.

Hon. Col. Secretary said the bill would not apply to them, as they had been enjoined by Bishop McEachern not to use the receipt for fee or reward.

Hon. Mr. Balderston said there were many places in the country where doctors having diplomas were not within convenient distance, and there were persons who, from long experience, and by studying good medical works, had become very useful as medical practitioners. Unless the bill were rendered less stringent in respect to those persons he would oppose it.

Hon. Mr. Haythorne said he was aware of persons who had practised medicine very successfully without diplomas, and yet they would not consent to come before a Board of Examiners. He would offer an amendment, authorizing the Governor in Council to issue a license, on the application of a person who had practiced medicine for three years, and who would present a memorial, signed by fifty persons within seven miles of the applicants place of residence.

Hon. Mr. McDonald approved of the amendment, but thought three years was to short a time; he would make it ten years. He would also suggest an amendment, so as to extend the provisions of the bill to the female sex. Many of that sex were now studying and practising medicine in other countries with advantage, and some on this Island also.

House resumed and progress reported.

On motion of Hon. Col. Secretary, a bill to continue and amend the Act to Incorporate the Union Bank, was read a third time and passed.

Hon. Mr. Balderston presented a petition of certain inhabitants of Rustico and New Glasgow, praying that an Act may be passed to Incorporate a Steam Tug Company. His honor, on presenting the petition, remarked that the petitioners deserved great credit for their enterprise, and he hoped they would receive something more substantial than an Act of Incorporation from the Legislature, in the shape of a good subsidy.

On motion of the Hon Col. Secretary, the House resolved itself into a committee of the whole, to take into consideration the various public despatches and papers communicated to this House since the opening of the Session. Hon. Mr. Reid in the Chair.

THE LITERARY ENTERTAINMENT.

THE Literary and Musical Entertainment in aid of the sufferers by the loss of the *Emeline* came off according to announcement, on Tuesday last the 21st inst., and was, all things considered, exceedingly well patronized. The muddiness of our streets, the wetness of the evening, and the dinner party at Miss Rankin's, all tended to lessen the proceeds of this entertainment. Still we are happy to be able to announce the receipt of £35, clear of all expenses. The liberality of many of the citizens—particularly the leading ones—on behalf of this object cannot be too highly extolled, and this is more especially true when we take into consideration the many calls which are now being made on their generosity.

The entertainment in itself was not so successful as we could have wished. The musical part—both vocal and instrumental—was admirable. The singing of Mrs. C. W. Hall, Mrs. Bain and Miss Foster, was much admired, as well as the bass of Mr. Bain, and the tenor of Mr. Fraser. The instrumental music on the Violin, Violincello and Melodeon, by Professor Smyth, Messrs. C. P. Fletcher and Lewis MacGowan, was exceedingly well received by the audience, as was also the bass solo by Mr. Hermans. The poetic address by Mr. LePage was well received, and is equal to the previous efforts of this gentleman, on similar occasions. Several of the readings and recitations were good, and were well encored, while others were entirely too lengthy and delivered in too low a voice. "Close Shave," a short play performed by six young men, was quite interesting and created a considerable degree of amusement.

Mr. J. H. Fletcher read a well written address on the loss of the *Emeline*, and the claims of the widows and orphans upon the charity of those able to assist them. "The fate, said he of the widows and orphans of the owners of the *Emeline* is one that calls loudly for charity. The *Emeline* was owned and sailed by Captain Saville, D. D., and Henry Clay. On their last fatal trip, they unfortunately took with them everything saleable—oats, potatoes and pork—so as to return with a full cargo of fish and good, thus depriving their families of that sustenance which not only assuages the bitter anguish of the spirit, but even smoothes the troubled pillow. In the loss of the *Emeline*, then, these poor creatures not only lost those dearest to them, but they have lost their all.

Earth, it is said, has one advantage over heaven, the advantage of alleviating sorrow, drying up the tears of the broken hearted, and administering to the wants of the poor. We have met here to-night to add our mite in assuaging grief and care, and extending to the needy and wretched a portion of the stores with which it has pleased the Giver of all Good to bestow upon us. The charity of the world is said to be cold. To a certain extent this is true When applied to P. E. Island, we believe it is untrue. We have no right to consider that when this night's proceedings are ended, our duty on behalf of the unfortunate is over. Although we have done something to bind up the troubled hearts of the widow, and to dry up the tears of the orphans, yet to those who have been so suddenly bereft of their companions and their friends, there is yet an aching void which no sympathy can extinguish, no friendship obliterate, no munificence remove. There are those who will silently strole by the seaside, and anxiously gaze upon the foaming wave as it rolls upon the sands of the shore, vainly attempting to catch some faint whisper—some angelic symphony—some heaven sent message borne upon the waves from the death struggle of those—

"Who sank unto the ocean's depths with bubbling groan,
Without a grave, unknell'd, uncoffin'd, and unknown."

But it will be in vain. And all we can now do for them is to extend the hand of kindness and affection."

"There is no principle," "known among men more worthy of cultivation than charity,—a charity that rises above party, sect, color or creed. If this holy principle were only universal in its scope the world would become a paradise, and the golden days of the promised mellenium might be considered at hand. Before the effulgence of its brightness, grasping covetousness, green eyed jealousy, and black hearted retaliation would vanish like mist before the rising sun. When this great virtue becomes general among men we shall have years of peace, of harmony, of brotherly affection, such as the world has never seen. Then a more heavenly song than hoarse trumpets breathe or deep-mouthed cannons utter, shall roll its harmonies through the vocal creation, swelling its solemn sweetness to every ear, Peace on earth and good will among men." Taken all in all, we believe the entertainment was a success.

ST. PATRICK'S CONCERT.

The Concert in aid of St. Patrick's Hall and Schools was one of the best attended and most successful of the season. The Hall was literally crowded by one of the most attentive audiences we have ever seen. The proceeds amounted to £40, clear of all expenses. The Right Rev. Dr. McIntyre, Very Rev. Dr. McDonald, Very Rev. J. McDonald, Rev. J. Lamont, Rev. J. Broyderick, and several Members of the Legislature, honored the occasion with their presence. The stage was arranged in a manner highly creditable to the zeal and good taste of the Brothers. In the centre prominently appeared the Green Banner of the Children of the Christian Brothers' School—one of the handsomest little Banners we have ever seen. The opening was an address from Mr. J. Byrne, a young man of rare talent. The address was delivered in an elequent and forcible style, and listened to attentively. If Mr. Byrne continues to improve as he has done within the last few years, he promises fair to become one of the best speakers among our young men. The opening chorus—'Let Erin remember the days of old"—one of Moore's beautiful melodies, was rendered by the members of St. Dunstan's Choir in good style, and was received by the audience with enthusiastic applause. The next was a Glee, from Parry,—"Come, fairies, trip it on the grass"—which was sung with spirit and excellent taste. Professor Caven's comic song—"Paddies Evermore"—was the favorite of the evening. The audience showed their high appreciation by vociferously applauding, and demanding an encore. The Professor's fine, manly voice, his faultless intonation, coupled with his superior knowledge of music, has made him a great favorite in musical circles. The instrumental overture to "Tancredi," and a solo bass—"Pro Peccatis"—both from the great master, Rossini, were performed in artistic style. "Away, away, the morning," &c., from "Mansaniello," was one of the best of the evening. The audience were so well pleased with this chorus that they asked an encore. Miss Grimes next sang "The Harp that once through Tara's Halls," accompanied on the Harp by Mrs. Kickham. Miss Grimes possesses a sweet, melodious voice, carefully cultivated. Her part, as well as the accompaniement, were rendered with much grace, and were rapturously encored. "Chair to mend"—a Catch—was very amusing. "Joy, joy, freedom to-day," from the "Gipsy's Warning," by the Choir, did credit to their excellent training. Mrs. Kickham performed two solos on the Harp in splendid style. The audience exhibited their appreciation of her performance by encoring her on each occasion. "Bacon and Greens," by Mr. C. Hermans, was very good; and Aldrich's "Hark! the bonny Christ Church Bells," was very well done. "Up in a Balloon" was rendered by Miss Grimes in her usual good style. Professor Caven again favored the house with a solo—"The memory of the Dead." *Of course* it was good. The last choruses—"All by the shady Greenwood tree," and "The night is advancing," were very well sung. The recitations—"The charge of the Light Brigade," by Mr. Roberts, and "The Widow of Glencoe," by Mr. A. G. McDougall, were given in good style, and well received. Although the programme was a long one, everything passed off well. The whole concluded by singing the National Anthem, when the audience dispersed, all evidently pleased with the whole performance.

Doings of the House of Assembly.

DURING the past week the House went into committee of the whole on a Bill, submitted by the Attorney General, to define more distinctly the meaning of the term Shore in respect to bays and inland water, that it shall be taken to include all the portions of the shore from the channel to ordinary high water mark, passed clause by clause, engrossed, and entitled "An Act relating to the Crown."

On motion of the Hon. Mr. Kelly, the report of the committee on new roads was submitted recommending twenty-nine new roads to be opened up in different parts of the Island. The report was considered defective, and ordered to be sent back to the committee for reconsideration.

Report of special committee appointed to report upon the petition of Messrs. Dodd and others, praying for a reduction of the present rates of Postage was next read. The committee were of opinion that the same results would follow here as in other countries, that the reduction of rates would be followed by a corresponding increase in the number of letters.

Mr. Munro said letters go all over the United Kingdom for one penny, and contended that letters going from one part of this colony to another should be carried for the same amount, instead of being charged 2d., as at present. He also contended the present law obliging the receiver to pay 4d. on letters not prepaid, required some amendment, as did that in reference to the registration of letters, which was too high, and ought to be reduced to 3d. besides it was not sufficient safeguard against dishonesty and fraud.

Hon. Mr Wightman thought the penny post ge system of the United Kingdom should be introduced into P. E. Island. It was first introduced into England by Roland Hill, and was at first supposed to do a great deal of injury, but its inventor was in due time promoted by having the title of Knighthood conferred on him, and if the hon. member for Georgetown could only advise a better system than we have at present he would be equally deserving of a similar title.

Mr. Owen thought before the committee brought in their report they should have ascertained the whole amount of expenses connected with the department. He had no objection at all to reduce the registration of letters from 6d. to 3d., but he differed with the hon. member for Georgetown (Mr. Munro) that registering a letter was a guarantee of its safety, as the letter could be traced from one post office to another.

Several Incorporation Bills were passed, amongst which were "The Rustico and New London Steam-Tug; the Mount Stewart Lime Company Bill, and the Tignish Agricultural Bill." A Bill to amend the Unfortunate Debtors' Act is before the House. It provides for the appointment of an official assignee, and the defraying of a portion of the applicant's liabilities, before he receives his discharge.

One of the most important measures, for the benefit of the tenanty, will very probably pass by acclamation. In the case of short leases, the Proprietor must extend them, or allow compensation to the tenant for improvements.

The Railway Question was very fully discussed on Wednesday, Thursday and Friday evenings. During the discussion there was a good deal of personalities indulged in, brought out by a petition sent to Hon. J. C. Pope, and by allusions to the Press. Mr. Rielly very properly defended the press and we think it would be better for all concerned that the press on either side were not mentioned, as it is, in the House of Assembly. At the close of the discussion the Hon. Mr. Pope moved the following resolution, and after the reading of which the crowds in the galleries and red benches gave a burst of applause.

"*Whereas* the Trade and Exports of the Island have much increased during the past few years, and whereas it is found almost impossible, in the absence of stone or gravel, to keep the roads in an efficient state of repair, to render easy the transport of the productions of the Colony; and whereas the construction and maintenance of a line of Railway through the Island would greatly facilitate its trade, develop its resources, enlarge its Revenue, and open more frequent and easy communication with the neighboring Provinces and the United States."

"*Resolved*, Therefore that a Bill be introduced authorizing the Government to undertake the construction of a Railroad, to extend from Cascumpec to Georgetown, touching at Summerside and Charlottetown, and also Branches to Souris and Tignish, at a cost not to exceed £5,000 currency per mile for construction, including all suitable stations, station houses, sidings, turn-tables, rolling stock, fences and all the necessary appliances suitable for a first-class Railroad; and the construction of suitable wharves at Cascumpec, Summerside, Charlottetown and Georgetown, provided the contractors for building and furnishing the said Railroad, accept in payment, the Government Debentures, of Prince Edward Island, at thirty years at par, without any allowances for discount or otherwise."

Apothecaries' Hall,

The Old Stand, West Corner of Queen Square.

ESTABLISHED, 1810.

By Steamer *City of Cork* from ENGLAND, Brigantine *James* from MONTREAL, and other recent arrivals, the undersigned has completed his importtions for the winter, consisting of

GENUINE DRUGS & CHEMICALS,

Dye Stuffs, Varnishes, Paints, Oils, Colors, &c.

PATENT MEDICINES, PERFUMERY, TOILET ARTICLES, &c., &c.

The whole of which will be sold at a small advance on cost.

Special attention, by an experienced hand, to the preparation by day and night of Physicians' prescriptions and private recipes.

T. DESBRISAY.

Charlottetown, Jan. 2, 1871.