

(Continued from first page.)

fect by means of a limited expenditure or cost as would warrant the introduction of the system to an extent, at least, sufficient to prove, in the course of two or three years, whether it might be safely brought into operation generally, throughout the Island.

"In regard to the expediency of a law to permit the inhabitants of certain defined districts, or divisions of Counties, to elect from among themselves, a Board, for the management of Highways, within such districts, on the principle embodied in the Victoria Statute of the 25th and 26th Victoria, Cap. 6, to which reference is made by the said Report, your Committee consider that a system of this kind would be attended with many advantages—among others, that of relieving the House of Assembly from a great deal of the business which at present occupies it, in appropriating the moneys granted for the Highways, and distributing them; but, unless a system of this kind were likely to be very generally adopted throughout the Island, its advantages would be uncertain.

"Your Committee, in conclusion, trust that the subject of an improved system in the making and repairing of the Highways, will be resumed at the earliest period of the next Session of the Legislature, when the Legislative Council will most readily concur in the passing of any General Measure, having for its object, the permanent improvement of the Highways of the colony."

Hon. Mr. MACDONALD: I regret that I was not present upon this Report, for I had not the advantage of hearing your honors' remarks; but I must concur in one observation just now made by his honor from the City, that is, that in order to carry out the suggestions contained in the Report, we would require a much larger revenue than we have at present. In this small Colony, and where our resources are proportionally small, it is difficult to make roads equal to what they have in larger and older countries; particularly as our soil is of a very inferior description for road making. In some of the other Colonies they have abundance of hard stone just beside their roads, but our soil is so soft and light that it is difficult to make substantial roads with it. An experiment has been tried in the neighborhood of Georgetown with Island stone, and a good piece of road has been made—one which I believe will remain good with very trifling repairs for many years—at an expenditure of £100, or less, per mile. That is a very much less amount than it will cost to construct roads upon the plan suggested or recommended by the Committee. I give the Committee full credit for having gone to a great deal of trouble in the preparation of that Report. They have spared no pains to produce a very able and excellent Document, but I cannot say that I agree with all the conclusions they have come to. Our roads are now kept up at an expenditure of £6,000, or £7,000 a year; though last year, including bridges and wharves, I believe £14,000 were expended. But for the road service alone, I do not think the annual expenditure, upon an average, exceeds £5,000, or £6,000. Now, I do not think we have less than 5000 miles of roads in the Island, that is, including all roads upon which public money is expended. Therefore, I think that when that extent of roads is considered, in connection with the amount expended for keeping them in repair, it must be admitted that, under the circumstances, they are very good. I am only just giving my own opinion, for I have not made any calculation as to the extent of our roads, but I do not think they are less than 5000 miles. It is true that in the neighborhood of the towns, during the last few years, there has been a good deal of money expended, perhaps from £50 to £100 per mile, and yet the roads are not such as we would wish; but I am afraid that the revenue of the Colony is not such as to enable us to carry out the recommendations of the Committee. The proposal to import stone and a stone breaking Machine would entail a very heavy expenditure. According to the calculation made, it would cost £3000 to macadamize six miles of road, and I think that is as much as we could expect to have macadamized in any one year, for a machine breaking six tons of stone per hour, as stated in the report, and allowing it to work six months in the year, would break nearly 10,000 tons. That is about the quantity required, according to the calculation made by the Committee, to macadamize six miles of road. Now, it must be seen that if we intend to carry out that system, so as to be a general benefit to the country, the taxation would have to be considerably increased, for all the other roads would have to be kept up at the same time. I believe the country would not have any serious objection to a slight increase of taxation for the improvement of the highways, providing it were so expended that the public would receive a general benefit; but I doubt whether they would not find great fault with incurring the expense of importing stone to macadamize a few miles of road in certain places, as the report recommends. In another paragraph of the present system are pointed out, it is suggested that the highways should be placed under the control of a Board of Works, and I think that course is very desirable. The want of such a Board has been felt by every Government that has been in power for some time past. We have a great many important public works, such as bridges, wharves, light houses, &c., which require to be kept under the strict supervision of an officer of the Government, who would be able to report to the Legislature as to the state of those works, what they require, and any other information respecting them that might be asked for. They have such an institution in all the other Colonies. In fact they consider that they could not get on without it, and people will soon see the necessity of something of that kind here. Another portion of the report suggests the appointment of superintendents for the main post roads, and

I think that is very desirable, for besides being the mail roads, they are the roads upon which the greatest quantity of produce is taken to market. It is, therefore, desirable that they should be placed under some other supervision than that of the present Road Commissioners, for a large amount of public money will have to be expended upon them, and it would economize our means to have competent superintendents appointed. Then the committee suggest a system of local management, by which the people in certain districts, by applying to the Government, could form themselves into a sort of corporation. They could then apply to the Legislature for and receive grants of money in aid of the improvement of their roads, and they could also assess themselves for the same object. That system is adopted in Canada, and if any district here would undertake to look after its own roads, by taking corporate powers of that kind, I believe they would soon be in a more efficient state than they are likely to be under the system now in force. With regard to statute labour, I have always been of opinion that a direct poll tax would be preferable and more efficient. People frequently go upon the roads under the pretence of working, but often in reality more for a frolic than anything else. (Mr. Palmer—Hear.) They put in their time, but if they went out to do a day's labor, they would receive more as wages, than they would pay for all the statute labor they perform, and would have a good deal of time to spare. I believe, therefore, that it would be better for the roads as well as for the people themselves. If they were to pay a tax of 1s. 6d. or 2s. instead of working a certain number of hours, there would be more work done upon the roads than there is at present. I am inclined to think that the system proposed by the Committee, is too expensive for the present state of the finances of the Colony; but at the same time, if our revenue was sufficient to enable us to carry out that system, I have no doubt but it would confer a very great benefit upon the Colony. It would be the means of saving a vast deal of time to those who have to take their produce a considerable distance to market; but the question is whether the cost, under the proposed system, would not be greater than the benefits which would be derived from it.

Hon. Mr. DINGWELL: I was not present, on account of indisposition, to hear the speeches of your honors upon this subject on a former occasion, and I regret it very much, for I am now under a disadvantage. But as regards statute labour, I think, and have thought for some years, that it should be abolished. I have thought for many years that, after the country making roads and keeping them so long in repair for the benefit of the proprietors, it was hard that they should still be called out to labor upon them. (Mr. Haythorne—Hear.) I hope some measure will be devised to remedy that evil. For some years the statute has not been much benefited, for the people are dissatisfied with it, and they evade it as much as they can. If it were allowed to be done opposite to their own farms, and if it were performed early in the spring, I think it would be a step in the right direction. There is very little use in having it done in the summer when the ground is dry and hard, for the fall rains come on soon after and they are then worse than before. If the men were allowed to perform the work early in the spring opposite their own property, they would not think it so hard as to be called away to wherever the overseer chooses to take them. I approve of the suggestion in the report to have proper superintendents appointed, for we cannot expect a Commissioner, for the paltry salary of £10, to spend much time in looking after the roads. Some change is called for; and if the proprietors are determined to hold large tracts of land, they should be made to contribute something towards the repairs of the roads. I do not think there is anything unreasonable in that, for it is well known that the people have made all the roads and bridges in the Island, with very little assistance from the proprietors, and it is the people's labor which has made the proprietors' estates valuable.

Hon. Mr. LORD: I quite agree with his honor who has just spoken, with regard to the proprietors, but it every man had to keep the road in front of his farm in repair, it would be a heavy tax, though I dare say, the roads would be kept in better repair than now, for you may travel from here to Cassempce and find nearly the whole settled. I do not consider Statute Labor of so little value as his honor from Bay Fortune does, and if a poll tax of five shillings were exacted it would not keep the roads in as good repair as they are now. When eight or ten men go to work upon the roads, they generally do a good deal of work in a day. I agree, in the main, with the Report, and I think the Committee deserve credit for it, but it is like many more such documents, they recommend a good system, but unfortunately, they did not come to the point, that is raising the money. True, they do speak of laying on a land tax of three shillings per hundred acres, or a poll tax of three shillings, and one shilling and six pence for every working horse. That would raise a considerable sum, and I would not object to a tax of that kind, for then we might expect to see some improvement. Of course I will vote for the resolution, there are good suggestions in the report, and I am sorry that the session is likely to pass without any action being taken to carry them into effect. The Committee recommend that if the people in a district think proper, they may form themselves into a sort of corporation, and assess the inhabitants for the repairs of the roads, but I would like to know how that proposition would be received in the country. I would say, if that is to be done, let it be a general measure. Let the whole Island be divided into municipalities in the same way as Canada. If

£15,000 or £20,000 a year are to be expended upon the roads, there is no fairer way to raise that sum than by increasing the ad valorem duty. Then, in a few years, we might expect to see some improvement; but to talk of carrying out this scheme without money is simply preposterous.

Hon. Mr. HAYTHORNE: His honor from the city made some statements respecting the great utility of good roads, which, I am sure, none will be disposed to deny, for a country having no means of communication may be said to be in a semi-savage state. In some of the neighboring Colonies, though the population is thin, and the soil poor, they yet contribute large sums for the construction of railroads. In Nova Scotia, costly as the railroad is, I believe none would be found to say that the money was thrown away, and they would be content to go back to the old system. I believe we are in a better position. I believe we are in a better position in some respects than Nova Scotia, and if we once commenced a system of Macadamization, the cry would be for extension. The great complaint is, that a good sound system of road making has not been carried out. On the parts we have Macadamized, there has been a great waste of materials, and the young Prince Edward Islander, who has never seen good roads made, when he sees the piece made past the Hon. Mr. Longworth's, he, no doubt, comes to the conclusion that if that is the best system upon which roads can be constructed, bad is the best. Still, it is true, that though it is a rough piece of road, yet it is available for travelling upon all times of the year. The reason it is so rough is, that the Macadamizing system was departed from. The stones should not be larger than they go through a two-inch ring, but they are three or four times that size. The Committee, if I remember right, had the statement from the Commissioner, that a much larger quantity of stone was used upon that road than was necessary, and that shows the necessity of having them to superintend the work thoroughly understood the system. Something has been said with respect to the use of Island stone. I know the Island is not so destitute of good materials for road-making as some imagine, and though Island stone is not so well suited for roads in general, as hard stone, yet I have no doubt but it would be a benefit in many spots, if it were carefully laid on. One of your honors alluded to a piece of road in the Royalty, and at the present time, it is like a dyke, with the water on one side, just ready to burst over the top. Macadam's first principle was to drain the road properly, and when principles are thus set at defiance, you have no right to expect good results. Therefore, before any heavy expenditure is undertaken, we should see that we have the means to lay the money out properly, for it would be a pity if this poor Colony should have its resources expended in an injudicious manner, which has been the case on the road I refer to. I have been in the habit of travelling over a piece of road laid with Island stone, and I find that it is dry earlier in the spring and remains dry longer in the fall than other parts. That convinces me that the use of Island stone might be attended with good results, and I would not hesitate to recommend it in many situations. Some of your honors thought the committee should have gone more fully into the financial part of the subject, but we considered that rather beyond our province, as we were appointed to report on the best means of improving the roads. Had we gone into the mode of raising money, we would perhaps have been laughed at, but we made such suggestions as we considered practicable and not much beyond the present means of the country. I believe there would not be any serious objection to the appropriation of a moderate amount for the importation of a machine for breaking stone. We see that men who have a large quantity of hay to make, do not hesitate to lay out their capital in the purchase of mowing machines, for they know that it is good economy to do so, and I do not see why those sensible men would object to the purchase of a stone breaker, for they know very well that good roads would economize horses and vehicles as well as time. (Mr. MacDonald, raised the objection that only a small amount of improved road could be made in one year—that a machine would only break stone enough for six miles—but we would not want the road eighteen feet wide except near Charlottetown, and perhaps two or three other places where there is a large amount of traffic. Then he only allows the stone breaker to work six months in the year, but I believe it could work much longer, perhaps all but two months or so. Something was said respecting the appointment of superintendents, and I am of opinion that it is one of the surest means we can adopt so as to have responsibility resting somewhere. The committee recommend the appointment of such superintendents, and it is intended that they should keep a daily record of their proceedings. I attach importance to that record, for it would show how their time was employed, and if it were wasted they would be liable to censure. (Mr. Lord) appeared to be surprised, and he inquired from Prince County. (Mr. Lord) has honor to have misapprehended one of our suggestions. It was thought advisable that a certain number of townships should be at liberty to group themselves together, and be allowed to appoint their own superintendant. That system obtains in a great part of England, where a given number of parishes, perhaps ten or twenty, form themselves into a district, and it has been found to work well. His honor spoke of the system in operation in Canada, and I suppose it has been copied from England. It is thought it would be better to place the management of those roads in the hands of the people themselves, for none are so much interested in them, and it would be a great advantage if any grants of money

made by the Legislature, would be judiciously expended. His honor from Bay Fortune (Mr. Dingwell) thought it would be better to let the Statute Labor be performed by each man in front of his own farm, and I must admit that there is something very plausible in that idea, but I do not think it would be found so practicable as might be supposed at first sight, for some who have large properties have small fronts and vice versa. It would fall very light on myself, as I have only six chains of front, while my neighbor, who only occupies sixty acres, has thirty, or six times as much as I have, who occupy 260 acres. If you investigate this proposal, you will find many such objections to it. How would you provide for a man who had a corner lot as much road as his neighbor, who perhaps had more property? I think his honor must have overlooked some of these matters. With regard to Statute Labor in general, the Committee did not do so long as the roads remained as they are, mere tracks, requiring a large amount of repairs at once, they could not recommend the abolition of the Statute Labor performed early in the Spring, and the Committee were fully aware of the advantages of adopting that course, but they were also aware that in some places the frost is not out, and in other places there are heavy snowbanks, till late in May; therefore, they did not recommend the adoption of that change; but they threw out an observation, that if their suggestion were still going on with scarce-abated warmth on either side, and it was as the avowed champion of the "foreign-born citizens" of the Union, especially the Irish, that the paper was started in the right way, the "American Celt." How fully it maintained its distinctive character, how loyal it was during the nine years of its existence to the best interests of the Irish in America, none, we think, will, even now, deny. It was the high privilege of the present writer to be a contributor to that paper, and we shall ever regard it as one of the brightest recollections of our literary life which then first flowed into the same channel with that of our lamented friend.

After spending some few years in Boston, Mr. McGee was induced by the late lamented Bishop Timon to remove with his paper to Buffalo, and there he maintained for some time some cheerful life of hard and ill-requited labor, of constant struggle with wearying public speaking, and the necessity of watching the "American Celt." How fully it maintained its distinctive character, how loyal it was during the nine years of its existence to the best interests of the Irish in America, none, we think, will, even now, deny. It was the high privilege of the present writer to be a contributor to that paper, and we shall ever regard it as one of the brightest recollections of our literary life which then first flowed into the same channel with that of our lamented friend.

Hon. Mr. DINGWELL: I do not wish that my remarks should be misunderstood, neither do I think it the desire of his honor who has just spoken to do so, but in speaking of having the statute labor performed by each man opposite his own farm, I had no intention of requiring each man to perform the whole amount of labor required in that way. I only suggested that a man might be allowed to perform his own statute labor opposite his own farm; otherwise it would be a great hardship in many cases.

Hon. Mr. BEEBE: As so much has been said upon this report, I do not wish to detain your honors any longer, but allusion has been made to breaking stone in the winter, and I would just say that it has been my practice for some years to purchase as much limestone in the summer as I require for the next summer, and get it broken in the winter. My men have been breaking stone nearly the whole of this winter. It can be broken very well during eleven months of the twelve. I have seen several good pieces of road made with Island stone, but where there is much travelling we require hard stone. Island stone would be just as expensive near Charlottetown as imported stone.

Hon. Mr. ANDERSON: We must all admit that we will never have good roads till they are macadamized, and I agree with the report as far as it recommends that system. But with regard to statute labor, some of your honors thought it would be better to put on a poll tax. In some old settlements it is a small amount, difficult for men to pay even a small amount, for they cannot get work. Some say that statute labor is of little use, and that it is slighted; but where the roads really require repairs I have seen men work as faithfully as upon their own farms. I do believe that if the statute labor were performed at an earlier period in the spring, say about the first of May, it would be better; but I would not require the whole of it to be done then; let a part of it be done early in spring and the remainder in the summer. I do not see why the stone crusher could not be employed in the winter, and it would be easier to move it from one place to another, across a river for instance. The stone could also be drawn to where it was required in the winter.

Hon. Mr. GORDON: I would like to express my opinion upon the report, but I will not detain your honors long. I coincide in some respects with my colleague, (Mr. MacDonald), with reference to the importation of a stone-breaker, it appears to me that it would be like putting the engine of a Canada steamer into a birch canoe. The report is excellent, but it is adapted to a larger country. We have not the means to carry it out. With respect to Statute Labor, I am apprehensive that it would not do to compel poor people to pay Commutation. Our population, between the ages of sixteen and sixty, is about 30,000, and a tax of three shillings per head would amount to £4,500. That would be a heavy tax; nearly equal to the amount realized from the Land Assessment. Then, we have probably 20,000 horses, and a further tax of 1s. 6d. upon them, would amount to £1,500, or £6,000 upon men and horses together. Therefore, I think the Committee acted wisely in not recommending Statute Labor to be abolished. Give a man three shillings to work on the road, and how much will you get done for it? I am sure it would not bear any comparison with what is done as Statute Labor. They have now to work four days of eight hours each, and I take it that you have full value for your money. I do not agree with some of your honors with respect to the cost of imported stone, for the truckage alone, exclusive of freight, would cost a considerable amount. I said before that roads macadamized with imported stone would cost very near £1,000 per mile, and I am of the same opinion still. If the Government wish to test the matter, let them advertise for so many tons of imported stone, and so many tons of Island stone, delivered at a certain place, and they will soon see which is the cheaper.

(To be continued.)

[From the New York Tablet.]

THOMAS D'ARCY MCGEE—HIS AMERICAN CAREER.

It was in the autumn of the memorable year of 1848 that the subject of our sketch, with his wife and an infant daughter, landed again on American soil, in the metrical city of Brooklyn, where the young exiles made warm, affectionate friends. Just two weeks after, the New York Association made its appearance, with Thomas D'Arcy McGee as editor. The career of that paper was brief and brilliant as the meteor that flashes through the midnight sky; of all the emanations of our lost friends' protest against what he wrote for the New York Tablet, it was the least pleasing to us; the young enthusiasts of that and other times, it is to some extent, placed nationality above religion. Smiling, under the keen sense of defeat and disappointment, our young exile was led to throw the blame of the recent failure in Ireland on the clergy and hierarchy of that country, who had undoubtedly discharged their duty to their people by representing to them the absurdity and folly of any attempt to overthrow British power in Ireland under existing circumstances. The defence of the Irish clergy was taken up by the late eminent Archbishop Hughes, whose strictures on the Irish and English clergy in the *Nation*, although severe, were just; as Mr. McGee himself admitted in after years. None more than he regretted the course he then pursued, and whether in public, or in private, to the last day of his life, he never shrank from acknowledging that grave error of his ardent youth. One trait of his generous and noble nature was ever a willingness to admit himself wrong, if wrong he had been. The mistake, however, was fatal to the *New York Tablet*, and in June, 1850, it ceased to live. The *Dublin Tablet* was by that time revived, and Mr. McGee would have returned to assist his friend, Gavan Duffy, in its management, were it not that he could obtain no satisfactory answer from the Catholic officials as to whether he was to be prosecuted or not. An answer came at length from the "Home Office" to the effect that no sufficient "case had been made out against him." By the time this answer reached Mr. McGee he was conducting the *American Celt* in Boston! The busy, restless brain, and the necessity of supporting himself and his family, left no interval of rest to this life-long toiler. The native American controversy was still going on with scarce-abated warmth on either side, and it was as the avowed champion of the "foreign-born citizens" of the Union, especially the Irish, that the paper was started in the right way, the "American Celt." How fully it maintained its distinctive character, how loyal it was during the nine years of its existence to the best interests of the Irish in America, none, we think, will, even now, deny. It was the high privilege of the present writer to be a contributor to that paper, and we shall ever regard it as one of the brightest recollections of our literary life which then first flowed into the same channel with that of our lamented friend.

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Let no man ever forget the memory of Thomas D'Arcy McGee with what his enemies delight to call his "quarrel with Archbishop Hughes." God himself holds no man guiltless of sin acknowledged and repented. Mr. McGee's observations of the state of his countrymen in these over-crowded American cities had led him to the conclusion that the best and wisest course for them, if they would effect any permanent good for themselves and their children, was to spread abroad into the agricultural regions of the continent and settle on the land, he cared not where—whether here or in British America. To promote that end he recommended a general convention of delegates from the States and the Provinces, and accordingly, 100 gentlemen, composed of priests and laymen, many of them the first men in their several districts, in intelligence as well as position, assembled in Buffalo, as being a central position easy of access from both countries. The part which Mr. McGee took in that Convention, the extraordinary capacity which he displayed, the deliberative power and skill, the unflinching industry, the singular modesty that made himself all this left a deep and lasting impression on the minds of the gentlemen associated with him in that great work. Many of these have passed away, but enough still remain, we would fain hope, to bear honorable testimony to the dignified, statesmanlike, and wholly unselfish conduct of Mr. McGee during the several sessions of the famous Buffalo Convention. This is not the place to speak of that Convention, or the happy results that might have followed the more general adoption of its wise suggestions; suffice it to say that, for various reasons, it did not meet with that warm reception, and we, and many others thought it deserved, and the good it effected, although positive and well ascertained, was not what had been expected.

The years of Mr. McGee's life in New York were not prosperous years, any more than those spent by him in Boston or in Buffalo. Politics, as conducted here, had no inducements for him; it was not in his nature to stoop to the petty subtleties, the corrupt, underhand dealings, the dollar-and-cent operations of our elections; he could not, and would not, pander to popular passion or vulgar prejudice; he could not allow himself to be led by the people, and feeling within him powers of government as yet occasionally derived from his political purposes, he continued, as before and after, for charitable purposes, he continued to eke out the means of subsistence for himself and his family—nothing more. But though poor, he kept himself independent, and personal independence was one of the necessities of his being. It formed the subject of one of his "Canadian Ballads," published in 1859, of which we will here give two stanzas:

Let fortune frown and foes increase,
And life's long battle know no peace;
Give me to wear upon my breast
The object of my early quest—
Undim'd, unbroken, and unchang'd,
The talisman I sought and gain'd—
The jewel, Independence!

It feeds with fire my flagging heart
To act by all a fearless part;
It irrigates like summer rain
The thirsty furrows of my brain;
A present help—a hope afar—
The jewel, Independence!

And that many, upright independence was one of the guiding stars of his cherished life. Of the lectures delivered by Mr. McGee while conducting the *American Celt* in New York, many we fear, are lost, but enough remain to prove his matchless versatility, the exhaustless stores of knowledge, the profundity of thought, and the resistless eloquence that, more than most men, distinguished our lost friend. His lectures on the "Catholic History of America," "The Reformation in Ireland," and many other subjects, will never be forgotten, we are sure, by any who had the rare pleasure of hearing them. But even then the Conservative turn his mind had taken, and the

fearless expression of his altered sentiments, had made him enemies amongst certain classes of his own countrymen, and the foundations were being laid of that huge pile of calumny that has since been reared above his name and fame. Truth to tell, Mr. McGee owed little to the great mass of his countrymen in these United States, and, when he was, at length, invited by the Irish citizens of Montreal to take up his abode permanently amongst them, there was no very heavy debt of gratitude to the people here to withhold him from seeking his own and his family's fortunes where an honorable career seemed opening before him, and every inducement was held out to his laudable ambition. A numerous and distinguished invitation was sent him from the Irishmen of Canada, and that, and his resolution to accept it, he said in the *Valdeciety* already quoted as:

"None of the motives to this step acted so powerfully as the spontaneous and cheering expression of good-will and confidence conveyed in the document; we thus day publish, the signatures to that paper are promissory of a greater degree of unity than I could hope to see among our fellow-emigrants in these States. Both our numbers and our causes of division are very much greater here than in Canada; nor have we in the multitude of our counsellors found the wisdom of working well together." "No! my good friends! be clewethere says, 'out to his head and less true the was the most common on the banks of the St. Lawrence, than on the Tammy, or the Hudson.' Providence may dictate many modifications of expression, but the heart will be cold, indeed, when it ceases to warm to the sacred name of Fatherland!" And that his heart never did cease to warm to that name, none knows better than the present writer; none now feels with a keener pang, with a more burning shame for the race to which both were alike devoted. "I go from amongst you," said Mr. McGee, "because I cannot hope to effect much permanent good by remaining. . . . From personal, and other causes, I have not a fair field in the United States. I, therefore, never had it in my power to demonstrate fully, what I was entitled to the confidence you placed in me. . . . I never could to accomplish any great good for the Irish in this Republic. I have not had, and, therefore, I can only point to my intentions, my projects, and my writings, for what I would have done had not ways and means been denied me."

But still he had done much for the Irish, even in this Republic. During the years he had been amongst them he had made, or helped to make, *eighteen volumes* of newspapers, and seven or eight books,—"such as they are," said he with characteristic modesty. He had delivered a great number of lectures and public addresses, and had been an active co-operator in some of the principal movements for his countrymen at home and abroad. The strenuous efforts he made to engage the American Government to interfere on behalf of his former associates, Smith O'Brien, Moagher, and the others, was not only successful, but it was a great credit to him. Happily, however, at least, of the gentlemen who accompanied him on some of his visits to the then President of the United States are still living, and have not forgotten the effect of his thrilling eloquence that day while pleading for those who ill requited him in after years.

So, in the year 1858, Thomas D'Arcy McGee, removed, as he said, "his household goods to the Valley of the St. Lawrence," and in the city of Montreal he published the *New Era*, a paper which, for various reasons unnecessary now to explain, had no very great success, and added little to the literary or other reputation of its editor. Journalism was not, after all, Mr. McGee's forte, and that he knew and often admitted to his friends.

It was in the Senate he was destined to shine, and amongst the rulers of the land. In the intellectual problems of State policy, the clash of ponderous intellects, the mysteries of Statecraft, the inauguration of great ideas, he at length found his level. Into this, his proper sphere of action, his countrymen soon elevated him. In the General Election of 1858, Mr. McGee was returned to the Legislative Assembly as member for Montreal West, the portion of the city which contains the largest number of Irish inhabitants. Very soon after, his admiring countrymen in Montreal presented him with a handsome dwelling suitably furnished, in St. Catherine street, and there our friend finally and permanently established the "household gods" aforesaid. How many and how dear associations gather around that house, the tears that will well up from many hearts while reading these words will best attest. With the memory of his heart-warm hospitality, his unequalled and wholly inimical conversational powers, his gentle, loving heart, his excellent sense, and a quiet humor gilding all within and around, the house shall ever be dear, and even though the family should leave it, which we hope they may not do, many a pilgrim of friendship will visit it in years to come as the home of Thomas D'Arcy McGee; it is scarce to come as bright hours as they may never, perchance, see again on earth. *This apropos* to the dwelling provided by his friends in Montreal for the honored guest had invited amongst them.

Mr. McGee's parliamentary career in no wise disappointed his countrymen, at least the intelligent and rational amongst them,—who were able to appreciate him and his achievements. On every question affecting the interests of Catholics, the Divorce Bill, the Orange Societies' Bill, the Separate School Bill, the Bequests' Bill, he was not only heard, but he was heard, and he was heard with a loud and clear voice, the clear and lucid expounder of Catholic principles. It was in fact, who, nevertheless, by his broad and truly liberal spirit of toleration, and practical cultivation of peace and charity amongst men of opposite parties and religions, made friends for the Catholic people as well as for himself. No man ever did so much to smooth away party differences, and soften down religious asperities, as did the man who fell in Ottawa in the dead night beneath the dastardly blow of an assassin. Even to carry his own election he would neither sanction nor permit recourse to violent measures or brute force.

And who would say that his countrymen, who first returned him to Parliament, did not show their affection for him, when they returned him no less than five times by successive times by re-election? And who would more than they when he was raised to office? It was their triumph no less than his. Even in the last election, when he was wretchedly and maliciously opposed by a certain Irish lawyer of Montreal whose name we do not care to mention, the foulest means were used to misrepresent him and blacken his public character. To misrepresent the four-year's Parliamentary experience, under the McDonnell-Sicotte administration, Mr. McGee was made President of the Executive Council—hence his formation by the Hon. Charles Tache, Mr. McGee accepted a portfolio as Minister of Agriculture, and was subsequently sent with one or two others to represent Canada at the Great Paris Exhibition, and at the same time went to Rome as one of a deputation from the congregation of St. Patrick's Church, Montreal, on a matter affecting their interests. Even in that, his last visit to Europe, he wrote, for this paper, "Irish Episodes of Foreign Travel." Ever Ireland and the Irish occupied his mind—little as some of the Irish understood, or appreciated his devotion. Even amid the cares and toils, and the vexatious bustle of a Parliamentary career, he labored with volens and nolens to promote the health of Irish literature, such a one as might elevate the Irish as a race to the level of their high and proud ancestry. The disgust he had of their filth and abortive attempts at rebellion, which nothing benefited them and place weapons in the hands of their enemies, his utter detestation of, and contempt for those wretched Secret Societies which are the curse and bid fair to be the ruin of our race, made him take, from the first, a bold stand against Fenianism, whilst the unjustifiable invasion of that Canada which had raised him to its highest honors, and who had raised him to its highest honors, and who had defended, drew forth his most scathing denunciations—*as why should it not? What had Canada—the home of Irishmen as well as others—done to the self-styled Irish patriots that they should invade her peaceful soil? Yet it was Mr. McGee's firm, outspoken, manly opposition to these Fenian schemes that evoked the wrath of the Fenians and their sympathisers, and we fear, ultimately caused his brutal and cowardly murder. Was it a far-off presentment that once among our lamented friend—*Amphion*—we think, to the assassination of President Lincoln—? Never yet did the assassin's knife reach to the heart of a principle! Oh! the besotted ignorance, the miserable short-sightedness of those who are disgracing the Irish race in this our day, by using the assassin's knife, or rather bullet! How little they know that they are doing more to degrade Ireland and her people than England at her worst could ever have done—that they are robbing the Irish cause of the world's sympathy! The murder of Thomas D'Arcy McGee was a cruel blow to the name and fame of Irishmen in this generation!*

But it is, after all, as a Canadian Statesman, as the chief originator and promoter of the Confederation of the British Provinces, that Mr. McGee will live in the deepest affections of the people of the New Dominion. Watered by his blood, the new Confederation, which his genius contributed largely to form, will one day become a stately tree overshadowing all the North American continent, and from its lofty summit, grander even than the one already projected to perpetuate his memory.

(Continued on second page.)