

COUNT YON MOLTRIE is, we are credibly informed, a convert to the Catholic Faith. It is said that the delay in organizing the bombardment of Paris was owing to his influence, and that its commencement was due to Count Von Bismarck.

PUBLIC MEETING IN ATHLETICUM.—The same of Temperance will hold a Public Temperance Meeting in the Athleticum, on Sunday evening next. This was a much lower estimate than that made by the Hon. Leader of the Government. If the Railway were built there would still be the same necessity for macadamized roads that there is at present. The difficulty with the farmer was, not the conveyance of his produce to market, but the manuring and cultivation of his land. The fact was, that the railway was unneeded, and unlooked for, and should not be undertaken by the Government. They were the representatives of the people; and when the latter wanted anything they would ask for it; but it was seldom that all their wants were supplied. The first question remained to be settled, and they were bound to do all that lay in their power in assisting the people to secure the freedom of their farms; but the money required for that purpose was much less than the money required for the construction of a railway, in comparison to the sum required for the construction of a railway. A good deal had been said about the large quantity of money lying in the Banks; but he believed that £100,000,000 were withdrawn from the city, the sum which remained would not be large. Railways in other countries were built with a view to the fact that in this case the Government would be the contractors. Government works were always found to be most costly, and therefore were objectionable. When the great Pacific Railway was built, the company received a grant of £50,000,000 acres of land from the Government, but in this Colony we had no land to grant to a company, for such a purpose. If the building of a railway were approved of by the people, it would, in his opinion, be better to allow a company a fixed per centage—say one per cent—and allow them to have all the profits of the road. But under present circumstances it should not be undertaken without the consent of the people.

Hon. Attorney General.—This was a question that had been discussed by a number of our practical men. The Hon. Leader of the Government, and other business men in that House, must necessarily be acquainted with the requirements of the country and what would most conduce to its interests. It was to the spirit of such men that he would look, for he did not profess to know very much in reference to railroads. He had intended with great pleasure to argue the views and reasonable speech of the Hon. Leader of the Government, and had intended that he had never heard a more practical one. He had expected, when the Hon. Leader of the Opposition and the hon. member for Belfast took up the question, they would have addressed some stronger reasons against the construction of a railway, and that they would have endeavored to show where the Hon. Leader of the Government's arguments were unsound. As his (Hon. Attorney General's) practical experience in those matters was small, he would confine his remarks to what he had collected from the remarks of others. He was struck with a remark which fell from the hon. member for Belfast (Hon. B. D.) to the effect that, forty years ago, the fathers of the present generation came to this country with only the clothing they had on their backs. Yes; but what a different position they were in to-day! He (Hon. Attorney General) did not believe there was a country in British America where the people were more thriving and prosperous than the people of this Island. We had industrious and energetic men amongst us, it was true, but a great deal of our wealth was to be attributed to the natural resources of the country. Nature had done a great deal for us, while we had done comparatively little. We were to be proud of the progress which we had made in the next forty years with all those advantages and facilities for the transport of goods and passengers? They had been told that Great Britain had spent more than £500,000,000 in the construction of railroads for the development of her resources. Yet Great Britain had no inland or open country to open up; it was an Island, and not a very large one either. With all the burden of the great National Debt resting upon her, her people prospered beyond the people of this country. If the Mother Country could spend a sum in this Island, surely she would spend a million crowns in which would only entail a taxation of a dollar per head for every man, woman and child of our population, to give us like advantages. It had been stated that a large "through traffic" was necessary to open the traffic upon a railway; but he had been told that the receipts of the St. John's Railway were derived from the local traffic only 10 per cent from the seaboard. But no person would compare the sterile country, through which the greater part of that road passed, with this fertile little Island. If the road could be built, and put in complete running order for the sum of £500,000 per mile, and he believed it could, the sooner we enjoy the benefit of it the better. If he really believed that the road would cost £100,000 per mile, as stated by the hon. member for Belfast, he would oppose it; but he did not agree with that hon. member on that point. One thing that struck him very forcibly was, that every section of the Island, through which the road would pass, was decidedly in a distance from it, and only those who would be at a distance from the line object to it, and say they will not help to pay for it. This, he considered, was one of the strongest arguments that could be given against the road; for the inference that might be drawn from it was, that all would be in favor of it if it passed through their neighborhood, and of course they considered that in such a case it would be a great benefit. How people expected to have a railway without taxation, he could not understand. He believed that the cost of some of the English railways was as high as £200,000 per mile; but few persons here had any idea of the immense amount of law expenses incurred in running a railway through this country. He had the best of authority for stating that the law expenses of English railways amounted on the average to £20,000 per mile in England. The hon. member for Belfast stated that the lands of this Island were worth only one-ninth per acre, on the average. What was the cost per mile, for the land upon which Railroads were built in England? No less than £7000 sterling! If our lands were worth, on the average, only one pound per acre, what would be the cost of a narrow strip of road 100 miles in length? It would be a very small sum indeed. The advantage of Railway Companies in England knew no bounds; he knew of a Railway terminus, near London, the cost of which would build a Railway twice the whole length of this Island, and the money which had been expended in England, in buying certain rights and political influence, was more than sufficient to construct all the Railways in the United States. It had been said that this Island was a long narrow strip of land. Well, he thought it was, the greater would be the chances of all the people availing themselves of the advantages of the line of Railroad. Some hon. member had stated that the farmer carried all his produce to market in two or three weeks; but it should be remembered, that if farmers had the advantage of a Railway, they would not be obliged to crowd the market of their produce to market in so short a space of time. When it was recollected, that it was after harvest and during winter, the farmer had to bring his produce to market, it would be seen that he had but a very limited time to devote to the improvement of his fields. What was one of the main objects of life? To live as comfortably and happily as possible. How, and why was it, that the

side of immigration rolled so strongly into the United States? How was it, that men so strongly in favor of a Monarchical system of Government, should so strongly favor a Republic? The reason was, that the United States had Railroads and all the advantages to which those emigrants had been accustomed in the mother country; and, therefore, offered a more comfortable home than did countries where those advantages did not exist. No man could tell how, and what a Railway would pay towards its cost of construction; we would have to pay towards its construction; we would have to build it—it were built at all—upon faith. He thanked God, and the people may thank themselves, that the prosperity of the country did not depend on the efforts of politicians, but upon the general industry and thrift of the population. Those who leaned upon politicians, leaned upon a broken reed. Commerce did more for the prosperity of the country than all the efforts of the politicians. Who could tell the number of little rivulets which would spring up and flow into the great channel of trade through a trunk line of Railway? The Hon. Leader of the Government had correctly stated that during the hot season, vast numbers of the people inhabited large cities, were glad to leave them for the cooler retreats of the country places. There was no more beautiful and healthful country in the world, during the hottest season of the year, than our own. Why was it selected by the people of Canada as the best spot that could be found for a residence, and for aid in the restoration of his health? Because it enjoys the most salubrious climate in British North America. If we had Railroads and hotels and all the conveniences of other countries, vast numbers of travellers would make this Island their home in the summer season, for the purpose of enjoying the pure air and sea bathing; but with our present means of travelling, our advantage would be but little known, and still less sought after. It would be impossible to say what benefits a Railway would confer upon the country, by inducing travellers to make this Island a watering place. But according to the hon. member for Belfast, we are perfectly satisfied with the resources a bountiful Providence has given us, that we are able to fight our own battle in the world, and do not want any external assistance. If we wish to keep pace with the other provinces, we must provide similar conveniences. There is no greater sign of progress in a country than its means of communication, if a country is rich and prosperous, its means of transport are good. Looking at the fact that every acre of our soil can be rendered highly productive, and that our climate is highly conducive to good health, we must conclude that we require better communication, in order to develop our resources. He (Hon. Atty. Gen.) did not see why some hon. members so terribly afraid of the cost of building a Railway. The interest of the money would represent the debt, and if that debt was paid by the present generation, their children would be in a better position to pay the principal, because our trade and resources would be more fully developed. If this is a prosperous country, would any hon. member say that the building of a Railway was a monstrous undertaking, and that to tax every man woman and child a dollar per head, was more than the country could bear? By no means. Introduce a Railway, and produce in every part of the Island would be equal in value; the remote districts would be brought into immediate communication with the shipping places, and every inch of land would be highly cultivated. The hon. member for Belfast professes to believe that an appeal should be made to the people at the polls in reference to the great question. The hon. member knows very well that a new election took place, every public question that has ever agitated the minds of our politicians would be dragged before the people, and that the real issue would not be an answer to the question. But every legitimate means could be used to bring the question before the people in regard to the matter. If he heard the people say that they would go in favor of the enterprise if the road passed near their doors, he would know that that meant, and he believed that if every section of the country was expected to enjoy the benefits of a branch road, the whole country would support it. He did not know why the electors of Strathclyde entertained different views on the matter; but he hoped that the question would be discussed apart from every party feeling, and calmly and dispassionately considered. He believed that the country was perfectly able to build the Railway, and to undertake the payment of £30,000 per year, interest. We should rather look at the indirect, than at the direct benefit which would result from the construction of such an important public work. If the Government increased the value of the property of the people, and gave them the means of enlarging their operations, and of developing their resources, although a silver axe never dropped into the coffers of the treasury in return, he would support the construction of a Railway. Did the hon. member for Belfast (Hon. B. D.) expect that the obligations of the Land Purchase Bill, would ever return to the treasury, the interest of the large sums of money which had been spent in the purchase of the proprietary estates? The hon. member well knew that at one-sixth of the purchase price, the result would be that the treasury would be enriched by thousands of pounds, by the operation of the Land Purchase Bill; yet there was not a hon. member of the House who did not believe that the measure had greatly benefited the country. What return would the country get from the operations of the Stone Crusher? If it cost £100 per mile to macadamize our roads near a shipping place, where no stone could be imported, what would it cost as the work goes on through the country? To macadamize our roads properly would cost half as much as a Railway and when completed the loss of time in conveying produce to market would be as great as it is at present. When the Railway is constructed, the fares should be fixed so low that every man might take advantage of it. Cars should also be constructed as to allow of the conveyance of manure to every part of the country; every inducement should be held out to the farmer to develop the resources of his farms, and to improve his condition. If ten or fifteen thousand persons visit our shores every year, a Railway would afford them great facilities for travelling from one part of the country to the other, and would induce them to remain amongst us for a short time; and if each visitor spends twenty or thirty pounds in the country, the total sum would be quite considerable, and would greatly assist our farmers, whose produce would thus be consumed, and bring a good price. If a Railway would ever develop our resources, it would do so to-day, and we might as well, therefore, commence its construction at once. He thought that if the positive assurances of the hon. Leader of the Government were taken, upon this question, the road would not be in operation more than four years, before every man in the country would be in favor of it. There were certain politicians, who, perhaps, would not be satisfied unless they themselves had the control of the road; but after two or three years' experience of its working, it would be well supported. When the celebrated George Stevenson, the great Engineer, first advocated the building of a Railway in England, precisely the same objections as those now urged were made against its construction there. The same objections were also made in Canada, on the introduction of Railways into that Province. Earl Derby strongly opposed the building of a railway in England, and declared that no snoring, dirty engine should pass through his domains; but what did the Earl say in reference to Railways before his death? "You may run a Railway through my drawing room," said he, "if necessary."

Hon. B. DAVIES had been amused to hear two leading gentlemen of the Government strongly advocating the construction of a

railroad, which would cost more than the value of the whole Island. He believed the Hon. Atty. General when he stated that he knew very little about the matter; and he (Hon. B. D.) would not believe that the Government knew very little about the practical working of Railways, except what he had learned from some Canadian speculator. The only statement yet made in reference to passengers, was that 30,000 visitors were to come from abroad, during the summer season, to spend their money amongst us. This was all speculation; no one could positively say that any such number of visitors would come down here. It was a mad scheme, and he did not think any sane man would entertain it for one moment; he really did not think the Hon. Leader of the Government and the Hon. Atty. General were in earnest when they made such statements. If the construction of a railroad were undertaken at all, he would advise the Government to let it to companies, and allow them a certain amount of interest to help to pay its working expenses. Hon. LEADER OF THE GOVERNMENT said that the hon. member for Belfast (Hon. B. D.) had been prepared to guarantee the construction of a railroad, and that he had received from a company prepared to undertake the work, and he was prepared to guarantee that the parties making it were responsible and reliable, and had the equipments ready to commence the building of the road as soon as they were agreed upon. He (Hon. Leader of the Government) was of opinion that a railroad would benefit the country; but as his constituents were opposed to it, he was bound to oppose it. Hon. LEADER OF THE GOVERNMENT knew that the hon. member for Belfast (Hon. B. D.) was also in favor of it, for he had never before communicated in order to develop our resources. He (Hon. Atty. Gen.) did not see why some hon. members so terribly afraid of the cost of building a Railway. The interest of the money would represent the debt, and if that debt was paid by the present generation, their children would be in a better position to pay the principal, because our trade and resources would be more fully developed. If this is a prosperous country, would any hon. member say that the building of a Railway was a monstrous undertaking, and that to tax every man woman and child a dollar per head, was more than the country could bear? By no means. Introduce a Railway, and produce in every part of the Island would be equal in value; the remote districts would be brought into immediate communication with the shipping places, and every inch of land would be highly cultivated. The hon. member for Belfast professes to believe that an appeal should be made to the people at the polls in reference to the great question. The hon. member knows very well that a new election took place, every public question that has ever agitated the minds of our politicians would be dragged before the people, and that the real issue would not be an answer to the question. But every legitimate means could be used to bring the question before the people in regard to the matter. If he heard the people say that they would go in favor of the enterprise if the road passed near their doors, he would know that that meant, and he believed that if every section of the country was expected to enjoy the benefits of a branch road, the whole country would support it. He did not know why the electors of Strathclyde entertained different views on the matter; but he hoped that the question would be discussed apart from every party feeling, and calmly and dispassionately considered. He believed that the country was perfectly able to build the Railway, and to undertake the payment of £30,000 per year, interest. 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There were certain politicians, who, perhaps, would not be satisfied unless they themselves had the control of the road; but after two or three years' experience of its working, it would be well supported. When the celebrated George Stevenson, the great Engineer, first advocated the building of a Railway in England, precisely the same objections as those now urged were made against its construction there. The same objections were also made in Canada, on the introduction of Railways into that Province. Earl Derby strongly opposed the building of a railway in England, and declared that no snoring, dirty engine should pass through his domains; but what did the Earl say in reference to Railways before his death? "You may run a Railway through my drawing room," said he, "if necessary."

Mr. HOWATT—I agree, Mr. Chairman, that we should, before committing the country

to a scheme of this magnitude, know where the line is to run, for it is absurd to say what will be the cost, unless we know the route. The estimate of Mr. Boyd strikes me as a very extraordinary document for the Government to take any action upon; and for all we know, the company spoken of by the Hon. Leader of the Government may have been entered into to complete any contract after it had been entered into. Comparisons have been made between Great Britain, the United States and Canada, but there is no analogy between those countries and this Island, in the matter of railroads. There the roads are built and worked by companies; here it is proposed to have them conducted by Government. If a Company were to contract to build a railroad here, they would have to find the means, and take the risk of being repaid, and it might be better to let the Government do it, in subsidizing them. As a farmer, I deny that the difficulty of getting oats to market last fall caused the detention of vessels, which a railroad would have prevented. Farmers know better than that. They watched the markets, and, finding that the merchants combined to keep down the price, they withheld their produce from the market. More and more they are being driven back, for three weeks, and if there had been ten railroads in the Island, people not pressed for means could not be forced to sell. No class understands their business better than the farmer. I heard it said that a railroad would raise the price of grain, but, Sir, I have always been of the opinion that the rates in foreign markets, and our own prices, I will ask, would merchants here or anywhere else, give more for an article than they can get for it? Besides, almost all parts of the Island have ready access to the sea, and the argument that railroads are required to take our produce to a market falls to the ground. It was stated last evening that in New Brunswick railways cost about £13,000 and £14,000 per mile. How then can any one say that we can have them for £5000, and that before any survey has been made? We have been told that the contractors for building a railroad here will have to find security, but the same contractors have furnished security, and the people have had to pay large sums beyond the contract price, to have the roads completed. If a railroad should be deemed necessary, there is no occasion that it should be forced at railroad speed. Let a competent party make a proper survey, and let the people have all the details as to route, &c., before them for a year, so that they may have an opportunity of forming and expressing their opinion on it. Such a course would be more respectful to the people than that proposed. I have listened to the predictions that the railroad would save more than its working expenses, but that is merely conjecture. No calculations have been brought to support them. We have no evidence of the amount of passenger and freight traffic which may be expected to pass over the line, and my opinion is, that it will be difficult to find any people to pay the expenses of a railway—where it is to come from. It may be true that oats, just now, are higher in Charlottetown than in the country, and I believe that they and potatoes will be higher still, in the spring. As to the effect of the railroad in inducing people to come to the Island, I suppose the sight of a railroad would not be a great novelty to them, and the bathing places at Stanhope will not be more available at present without a branch line to them. But there is one class of people that I admit will be brought here. I mean the navies employed in building the road. They will be able, in many districts, to vote the native, or at least greatly influence the elections, and will, of course, vote as they are bidden by their employers. I repeat that it is injudicious to pass a railroad Bill without previously ascertaining the location of the road and allowing the people to form their judgments on the subject.

(To be Continued.)

Summary of Legislative Council Proceedings.

On Friday a bill to make better provision for the dealing by Executors and Administrators with mortgages, was read a third time and passed, and the House adjourned till Monday.

Monday, March 13. Hon. Col. Secretary presented to the House the Colonial Treasurer's Accounts for the financial year ending 31st January 1871. Also, certain returns of Bank of Prince Edward Island, the Union Bank and the Summerville Bank all of which were ordered to be laid on the table.

A message was brought up from the House of Assembly by Hon. Mr. Owen, asking the Council to appoint a committee to join a committee of the House of Assembly, to examine and report upon the subject of increased accommodation in the Lunatic Asylum. A committee was appointed accordingly, consisting of the Hon. Messrs. McDonald, Strong and Beer. Two bills were brought up from the House of Assembly by the Hon. Attorney General, viz: A bill relating to the registry of Mortgages and Memorials of Judgment, and a bill to authorize the Government to prohibit the exportation of Arms. The said bills were read a first time, and ordered to be read a second time to-morrow.

Hon. Mr. Beer rose to present a petition of J. P. Beeto and others praying that a road may be opened to the farm known as Brickmakers Point Farm, Lot 48, but the House declined receiving it on the ground that petitions for new roads should go to the Executive Government.

Hon. Col. Secretary, according to notice in the Order Book, presented a bill to confer certain powers upon Trustees and Executors. His honor said the object of the bill was to enable trustees and executors to invest money in the Government securities of the Colony, viz: Treasury Warrants and Debentures. If they did so, as the law stood at present, they would be liable for insolvency of the Government, or depreciation of treasury warrants, and he thought they should have that power, as they have in the other colonies and mother country without such responsibility. It also contained a clause to make provision for compensating claims or accounts to arbitration, instead of going into the Supreme Court or the Court of Chancery. The bill was read a first time, and ordered to be read a second time to-morrow.

Tuesday, March 14. A bill to confer certain powers upon Trustees and Executors was read a second time and referred to committee.

Hon. Mr. Dingwell was glad to see a clause in the bill to provide for referring certain cases of arbitration, for it would save expense, and, with all due deference to the courts, he believed that equal justice would be obtained. He hoped his honor the Col. Secretary would introduce other reforms which would save the courts a large amount of unpleasant work, and suitors a great deal of expense.

Hon. Mr. Bell thought the bill did not go far enough, as it only provided for referring cases to arbitration in which trust money was concerned. Sometimes juries did not understand accounts, and if the court had power to refer cases, in which lengthy accounts were involved to arbitration, they would be settled more expeditiously and with equal satisfaction.

The bill was reported from committee, agreed to without amendment.

A bill relating to the registration of Mortgages and Memorials of Judgment, was also read a second time, and referred to committee.

Hon. Col. Secretary said the object of this bill was to obviate difficulties which were sometimes experienced in the Registry Office, on account of the practice of registering absolute conveyances of estates, memorials of judgments, and various other documents in the same book. When a man wanted to trace a title to an estate, he has perhaps to spend three or four hours in going through the whole list of conveyances, memorials of judgments, marriage settlements, &c., whereas if the different classes of documents were registered and indexed in different books, it might be done in half an hour. The bill would not impose any additional labor upon the registrar; it would rather facilitate the work in the office, for when there were two men employed, the indexing of different documents might be going on simultaneously.

Hon. Mr. Beer had no particular objection to the bill, but he had never found any difficulty in tracing out titles in the Registry Office, and never was detained more than fifteen or twenty minutes in doing so.

Hon. Col. Secretary replied that he (Col. Sec.) had frequently been detained for hours. If he (Mr. Beer) had to trace out a title among the Masses of the last 30 years, he would wish there never had been any Masses upon the Island.

Hon. Mr. Strong said the bill commended itself to his judgment, and thought it would be a great advantage to those who had to trace out titles, to have the different documents registered in different books.

Hon. Mr. Bell had no objection to the bill, as he believed it was called for. He referred to the necessity of a Registry Office and Court of Probate, and other courts, and hoped the present Government would afford some count of such facilities in that respect as Queen's County had long enjoyed.

Hon. Mr. Dingwell believed the time had arrived for establishing registry offices in the different counties. The work in the Office in Charlottetown had increased so much, that it was unreasonable to expect one or two men to perform it satisfactorily.

Hon. The President thought the bill was a movement in the right direction, and as it did not entail any additional work or expense he did not see that there could be any objection to it.

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Secretary, on rising to move for the second reading of a Bill to incorporate the Young Men's Christian Association, remarked that the society to which the Bill was introduced to incorporate, had been in existence in Charlottetown for a number of years, and as they contemplated building a Hall, it was desirable that they should be incorporated, so as to be in a position to exercise proper control over it. Hon. Mr. Strong considered that it would be well for the Legislature to encourage every institution of the kind, for the prosperity of the country depended, in a great measure, upon the sound moral and religious training of our young men. It was a modern institution, and was admirably adapted to meet the circumstances of young men at a critical time of life. It was established upon a broad basis, was not sectarian, but was calculated to remove much of the ultra-denominational spirit which had hitherto prevailed. He hoped it would see those institutions established in every part of the Island. Hon. Messrs. Haythorne, Beer, President, Dingwell, Balderston and Gordon, spoke in the highest terms of the praiseworthy objects of the institution, and expressed their sympathy in which the young men in the good work in which they were engaged. Hon. Mr. Bell said he believed the institution was one of the best of modern times, and he hoped the members of the Legislature would give tangible evidence of their sympathy with the objects of it, by subscribing liberally to the building fund of the Hall about to be erected in Charlottetown. The Bill was referred to a Committee, and reported agreed to without amendment. Hon. Col. Secretary, on moving that the House go into Committee on a bill to incorporate St. Lawrence Lodge of Odd Fellows, said he was not aware of the particular objects of the institution, but assumed that it was not established for any improper purposes, or that it would have been established long ago by public opinion. Such societies were established in the mother country, the United States and other parts of the world, and as he believed they were beneficial to the cause of morality, he thought there was nothing objectionable in passing the Bill. Hon. Mr. Dingwell said he believed there was nothing objectionable in the objects of the society and nothing "odd" about it except the name, and therefore he would not oppose the Bill. Hon. Messrs. Bell, Balderston, Haythorne and Strong were not late to give their assent to the Bill, and reported agreed to without amendment. Hon. Col. Secretary said he saw the petition, such as James Faucher, W. W. Stables and many others, were a sufficient guarantee for the society was not organized for any improper purposes, and he also stated that it was a branch of the society of British North America, and therefore he thought they were quite safe in passing the Bill. Hon. Mr. Muirhead and Hon. Mr. Bell both believed the society was established for worthy objects, and saw no reason to oppose the Bill. The Bill was referred to Committee, and reported agreed to without amendment. A bill to incorporate Mount Lebanon Lodge of Freemasons, Summerville, was also read a second time, passed through committee and reported agreed to without amendment. The accounts of the Public Lands Office were presented to the House by the Hon. Col. Secretary, and ordered to be laid on the table. In the afternoon a bill to incorporate the Trustees of the Presbyterian Church at Summerville, was read a first time, referred to committee and reported agreed to without amendment. A bill was brought up from the House of Assembly, by Mr. Munroe, relating to light and anchorage duties. The said bill was read a first time, and ordered to be read a second time to-morrow. Hon. Mr. Beer moved for the second reading of a bill to amend the Act for the protection of the salmon fisheries, and on so doing, said the amendment had been suggested by one of the commissioners, and the object of it was the non-electoral protection of the salmon during the spawning season. It also contained a clause of a more general nature, to prohibit the setting of nets between sunset on Saturday night and sunrise on Monday morning. He hoped to see the day when the Government would take the water up in earnest, and make some more general and effective arrangements for the propagation and protection of a man, for he believed that by expending £200 or £300, a saving of £20,000 or £30,000 to the country might be effected. Several of their honors spoke on the necessity and advantages of protecting the salmon fishery, in which the bill was referred to committee, and on the representation of Hon. Mr. Bell and Hon. Mr. Reid, it was amended so as to extend its operations to Mill River, Prince County.

Hon. Mr. Dingwell considered that they would not be justified in passing a bill to give the public the right to what was deposited by the ordinary tides belonged to the law in the United States was the same.