trunk line of railway would not be handed over to any company. The subsidy which had been granted Railway Companies in New Brunswick was ten thousand dollars per mile for construction, besides an annual grant for working expenses. If a subsidy were granted a Company in like manner by this Colony, there would be a continual murmur; whereas if the Government owned the road the country would reap the benefits of all returns made by it. The hon. member for Belfast would do the very thing which the people of Great Britain were trying to undo, the latter were trying to get their roads out of the hands of Companies, while the hon. member wished an Island railroad to be placed in the hands of a company, and to allow it to be made a monopoly. Belgium, which stood in the same proportion to Europe, which this Island did to the continent of America, had her railways in the hands of her Government, and provided for the payment of the original cost, a twenty-five years' sinking fund; and the Government of France had provided a ninety-nine years' sinking fund for the payment of their railway debt. The improvement in the means of transport, from the construction of a railway in this Island, would place the people in a better position to pay the increased taxes, than they were to pay the increase of taxes in days gone by, and he believed that if the tariff were increased £2½ per cent on our imports, with a sinking fund of about £16,000 per year, it would meet the whole difficulty. The surplus capital now lying in our Banks, would be employed in developing the resources of the country, if that great means of trade were established, and this was just what was required. By undertaking that very necessary and important public work the monetary affairs of the Colony would not be interfered with, for the money would be procured by issuing Government Bonds payable in 30 years, and the payment of which would be provided for by a sinking fund. The increased circulation which would be caused by the expenditure of so large a sum of money for the construction of the railroad, would greatly assist the trade of the Colony, and benefit all classes of the people. Even supposing £600,000 were borrowed, and laid out in other public improvements, it would be a good investment; but if spent upon a railroad it would increase the business operations of the country to greater extent, by affording the means of transport for goods and passengers. If the matter were proceeded with the first thing to be done, after receiving tenders, for which calls should be made, would be to see that the securities offered were good and sufficient. After these were found to be satisfactory, a competent engineer should be employed to draw up a plan and specification, and have the line properly surveyed. It might happen that as good an offer as that which had been received, might not be again received for many years to come, for there were times when a railroad could not be built as cheaply as at others. But the paragraph in the speech merely stated that the House would do well to consider the expediency of constructing a railroad, there was nothing committing the Government to proceed in bringing in a measure to carry out the matter, unless they were well satisfied that there was a majority in the House in favor of it. It was not a Government or party question in any sense, but it was one in which the people generally were interested. We had schools for the education of our youth; but what had been done for our young men? They were turned adrift, and went to California, Australia, and other parts of the world to seek their fortunes while our own resources remained undeveloped. We required them at home, and if we did not endeavor to undertake something on their account, we should be remiss in our duty, for there was no class of men that could be so useful in promoting the prosperity of this Colony, as the young men who had been born and educated amongst us. We had in the vacant lands of the country, room for thousands of young men, and the greater part of the industries of the country yet remained undeveloped. A railway would create a spirit of ambition and enterprise among our young men, and would inaugurate a period of prosperity that would be unexampled in the history of this Colony. It would also open up ways and means for the development of our fisheries, which were mines of wealth not exceeded in richness by those of any other country. In short, this question interested every man who wished to see his country progressing and improving in every branch of manufacture, agriculture, science and art. He would, therefore, support the adoption of the paragraph.

(*Continued in this week's Extra.*)

CORRESPONDENCE.

THE SOUTHPORT FERRY.

To the Editor of the Examiner.

Dear Sir: It is always an unpleasant task to review the history of an old grievance. But even at the risk of being dubbed captious, I wish to offer a few remarks on the past, present and prospective history of the Southport Ferry. I have but recently heard the assertion, from a high authority, that, excepting in Lots 48, 49 and 50, the people of the Island (Charlottetown included) do not care a fig about the management of this institution.

Now, even admitting that this unaccountable indifference does exist, it is, nevertheless, plain that every individual on the Island is more or less interested in having it properly managed. But more especially to the people of Queen's County there is, without exception, no other local affair of so much importance. When considering the loss of so much valuable time, the risk and exposure in inclement weather, especially to females, and last and least, the exorbitant fares demanded, considering the very mean and inadequate accommodations afforded, is it not, therefore, a grievance such as would not be tolerated even in any of the sister Provinces, and one which affords every justification for the people and the Press to agitate persistently until the nuisance is abated.

I observe that in the Hon. [illegible] Mr. Haythorne's great speech on the Railroad question, in the Legislative Council, he refers to the proportionate amount of revenue contributed by Queen's County, and argues, to my mind, quite conclusively, that on the principle of Justice, Queen's County should not be compelled to sustain nearly one-half the burthen consequent on the building of the road, as he candidly admits they will obtain very limited accommodation, in comparison with the other Counties. Bearing this argument in mind, and perceiving its legitimate application to the case in hand,

We will proceed, in the first place, to notice the *past* history of Southport Ferry. Some modern popular historians now contend that legislators, as a general rule, have by their officious interference in human affairs, *obstructed* rather than *favored* the advance of beneficial reforms. Now, whether this be true or false, I believe it is an undisputed fact, that if our Government had never meddled in this particular business, it never would have assumed its present gigantic proportions as a public grievance; but the people, outside the Government, would have so conducted the business as to have presented the palpable injustice that has been inflicted on a large portion of the community.

It is now between 40 and 50 years since our Government first assumed the responsibility of taking this bantling under their beneficent and fostering care and protection. But, instead of granting us any assistance in our peculiarly disadvantageous position (to which, in strict justice, we were entitled, when considering that then, as at present, this county was contributing about one-half to all subsidies and public works in every part of the Island), it is a notorious fact, that we were compelled to submit to the imposition of a *special tax*, amounting to some £60 or £70 per annum, for several years, as an offset for the inestimable privilege of having a row boat for passengers at a fare of *one shilling*, without any conveyance for horses, cattle or carriages. We can afford to make an hiatus in our history from that period down to the time when the monopoly was granted to P. Welsh, Esq., as its bitter experience the remembrance of its management is no doubt indelibly stamped on the memory of all. This ever memorable event took place about 14 years ago; and when considering that the business between the country and city has about quadrupled since that time, I ask, is it a reasonable conclusion that a boat that was even then barely sufficient to do the business of the country, should still afford the sole accommodation for this vastly increased amount of traffic? Even admitting the absurd paradox, with which we are so often confronted, that she is still as sound and safe as ever she was, I believe it is the decided conviction of those best acquainted with the actual expense of running the boat, that for several years past, the contractor has realized about £1,000 yearly, clear of all expense. Now, if this be correct, and we add to this item the time lost to the people by the tardy movements and general bad management of the boat, it cannot fall much short of £2,000 annual loss to the people for several years past.

There can be but little doubt that, had the Government properly enforced the fulfillment of the conditions of the contract, that the contractor would have been compelled to have kept pace with the requirements of the public; but the Government slumbered, the monopoly was allowed to continue, and the people to suffer from their palpable maladministration. This was the state of the affair until the people became exasperated, and determined that a pressure should be put upon the Government such as would compel them to listen to their complaint, and afford them some redress. And for this purpose a meeting was called at Pownal, on the 20th of January, 1870, at which all the representatives of the district attended; and we can well remember the positive assurance we received of speedy relief—indeed the Hon. Mr. Haythorne went so far as to pledge his political existence on the issue. The only debateable questions were whether *one* good and efficient boat, of largely increased dimensions on the present one, could be made to answer the present requirement, And whether the ferry should be entirely free, or the present fares reduced only one-half. But nothing less than this did they consider would be doing justice to parties hitherto under such disabilities; nor, indeed, did any one express the least doubt that, even at half the present fares, it would prove self-sustaining.

After a careful examination of the contract, there seemed to be no doubt but that its conditions had been frequently violated, and, if submitted to a judicial investigation, would, no doubt, be cancelled. At the request of the meeting a committee was appointed to collect evidence in the premises, and correspond with the Government on the wishes of the people regarding the future management of the ferry. They were chosen from Lots 48, 49, and 50. And, as a proof of their standing and respectability, we have but to state that Mr. May, of Southport, was the acting chairman on the committee. They have performed their onerous duties with indefatigable industry, sacrificed valuable time, and travelled, and held meetings to arrange matters for the information of the Government, with the confident expectation that some benefit to the people would result from their labor, as this was all the remuneration they expected or desired. We will here leave our notice of the *past*, and enquire in the second place, What is its *prsent* position on this 3rd day of April, 1871. It is at least doubtful, whether either the late or present Government ever made any real honest endeavors to break the contract, as they were so virtuously tender of the feelings and interests of a few particular friends in Charlottetown. They allowed the contractor the amount demanded (£500), without submitting the question to any impartial tribunal. The boat, as I understand, has been appraised worth £1,750, nearly the original cost, 14 or 15 years ago,—thus making in the aggregate a bill of £2 250, and giving us as an equivalent the celebrated old ORA, which, when considering that she has now been so long in the service cannot but be rotten, and very nearly worn out, both in hull and machinery; and all we have for our sacrifices and efforts is the tantalising appearance, that we must keep the old boat, and pay the old taxes, till the concern is made self-sustaining, and this amount of £2,250 is refunded to the Government, as they are so unprecedently economical of the public funds that they cannot possibly afford to subsidise the concern to the amount of a single penny. The old boat in her present position would afford an apt illustration of the *simile* of the painted sepulchres, "beautiful without, but within full of rottenness, and a very fair prospect of dead men's bones" as she lies on the strand deserted apparently by both the Government and the contractor, with no presiding genius to direct her movements. And when we contemplate the loss to the public even for the last fortnight, all of which time any proper steamboat could without difficulty have been making hourly trips, and by which all the present loss, trouble and detention would have been obviated; it will afford us a pretty correct idea of how much interest the Government take in the premises; our want of prescience forbids us to speak with certainty of its prospective fate; but judging from its precedents it certainly presents a gloomy and discouraging aspect; and there is at least one item of information I can impart to an aggrieved public, viz. that up to the present time there has not been the least action whatever taken either by the Government or any other party to procure a new boat; but as they are at present so deeply interested in their £1,000,000 project of a Railroad, perhaps it will afford them ample justification for entirely neglecting those other important local matters in which the general public are so deeply interested; indeed, the report is current, that certain prominent members of the Government have actually threatened to use all their influence against us in this matter of the ferry in retaliation for our stupid opposition to their pet scheme of a Railroad; truly, this is such an exhibition as is not often met with among great statesmen of the most exalted magnanimity.

If you can afford room in your increasingly interesting paper for this letter, and induce your brother journalists to copy, or in any way their wisdom may dictate, to agitate this important subject, although not one of the committee you will confer a favor on, yours truly,

JAS. B. GAY.

Pownal, April 3, 1871.

A voice from the East on the Railway.

TO THE EDITOR OF THE "EXAMINER."

Are we going to have a Railroad? Or are we to be left still in the dark ages of times past, if ever there were such ages. It will be dark enough if ever I have to go through such an ordeal as I had this spring three years, from the ten mile house, to Charlottetown. Two of us being on foot the night being as dark as pitch, and raining with all; we would get stuck sometimes in the mud that we nearly dispaired of ever getting to our destination. I would not wish my enemy to fall into a darker age, than we had that night. I certainly will never forget it. We *must* have a Railroad there is no getting over it. Strangers coming here from good society abroad, expect to find us illiterate and ignorant, living so remote from society as we do here; but when they become acquainted with us, in town and country they are quite surprised to find the natives so intelligent in learning, and cultivation. "Well certainly, I did not expect to find the Islanders so well informed; but we are ahead of them; we have the Railways. If you had such conveyance here, I think you would be the happiest little Colony in the world: your soil is soft, it is very hard to make a good road for travelling particularly in spring and fall; the Iron road, that is just the thing for you, why, it would not cost you more than half it cost us in our country, We had mountains to cut through of solid rock; you have no mountains here." It is rumoured that it must be postponed for a year until the people are unanimous—you may do so and stop forty more years besides; and then you will be as far from getting the people unanimous as you are now, the members are the voice of the people and they have a right to put it through at once. If it was a dubious or doubtful speculation it would be different. It has the voice of nations in its favor, who have learned by experience the great benefits of it, and who probably at first fought against it; and now sound its blessings through the world. We have also a majority in its favor on the Island, as it is our adversaries will yet be ashamed to acknowledge that they opposed its construction one day. It is mentioned that one of the prerogatives of the blessed is quick conveyance, who would not like to be at the end of his journey in one day,—that sometimes would take him a fortnight as has been the case formerly from Halifax to Pictou, and perhaps another two weeks before he gets from Pictou home here. Some of these monarchs about the vicinity of Charlottetown and Rivers, say, they don't want a Railroad, that they are near the market, they will tackle their fine horse that they prize so much, and leave their slower neighbours behind if they can—that's the style—they take boat going and coming; good ice in the Winter. Well, if you do not want the Railroad you want money, and do not be the means of obstructing trade, which will prevent you from obtaining it, and the farmers here from getting a cash market for his produce; but help us *sixty*-mile folks, not a wharf, not a boat, not a market for us East-pointers. It will be a back bone in our country; it will bring a great many of our young men home, that are abroad for employment; who understand this work. The money which will be expended in this line of Railroad, will be something for the Island to begin with—unless we are to be left in a worse condition than our fathers who settled here first, and had many difficulties to contend with; but, who had the natural road of green hills and valleys, which are now worked up into mud and mire—our roads are getting worse instead of better, notwithstanding all the money expended upon them, because in most places the work is not performed as it should be.

These jolly emigrants I speak of were like people of one heart, they endured every hardship, they ground their own grist with hand-mills for years; and when there was the convenience of a Grist Mill, it was thirty miles from here—the same with the Blacksmith, still not a frown, everything went on with cheerfulness.

If we had two or three hundred of these jolly Scotchmen, we could build the road to Charlottetown ourselves, and only ask for the rail and cars to be put on for us. The tax seems to be the great bug-bear, and most the only obstacle; every one is willing to have the road, only the tax; our taxes are too small at present, for any local good; just think of a man sending five children to school, at present, as I know, and only pays at the rate of six shillings and eight pence per 100 acres tax, only one shilling and four pence each per annum. It is shamefull for us to grumble about our taxes, formerly we had to pay one pound five shillings each per annum, and very little for it. There is not a place on the face of the globe that I am aware of where you receive so many benefits for so small a tax. I think if the tax was ten shillings per 100 acres for education alone it would not be too much. A good many people require everything to be done for them without being taxed. If all pulled together there would be some chance of accomplishing our purpose, and reaping the reward of our labor. We expect every honest man to be a liberal here, no matter what his creed, country, or politics are. A great blessing is at stake; the old and infirm can take a cruise through the Island (should we succeed in getting a Railway) on his cushioned spring seat, which will infuse new life and vigor. We must thank the Leader of the Government and every member in the Assembly who are in favor of it. It is only a few years since a road was opened from the north side to Souris, Lot 45, Line Road. I had the contract for part of the road. It would have been a very favorable inducement that would have made me take a farm there; see the settlement now; both sides of the road large farms and white houses, every inch of the land good; every traveller knows there is miles of land in New Brunswick and Nova Scotia which will never be cleared by the art of man; even our very rocks are so tender that if you frown upon them they will crumble to dust; what will the progress and cultivation of it be in twelve years if this Railroad was laid in the centre of it; people are getting numerous; trade is progressing by sea and land; not long since it was difficult to get the mail taken to Pictou in an old sailing packet; now the fine steam boats with their hundreds of passengers, and full freights. Every old woman who lives near the depot would keep a thousand hens, and would have a fortune made for herself and Grand children, while you would say Jack Robinson. It is not only the Americans who would come here for pleasure; but the country would be swarmed with a handy, industrious class of emigrants, who would never leave. Settlers have been received from the old country here from parties anxious to procure land near their friends in this Island—besides the return of our young men who are absent, and they are more numerous than many people imagine. Many are not aware of the large block of land that is unsettled to the eastword of St. Peter's to the very East Point where little or no improvement is made, it is quite a wilderness, with the exception of a few cross-roads from north to south, was there a mail road or mud-road through the centre of this forest—say from Dingwell's to the Light House at East Point, there is plenty room and land for some hundreds of settlers; the pleasure seekers and the invalids would then be enabled to enjoy the beautiful scenery and health invigorating sea-breeze which the locality around East Point is remarkable for. I wish the opponents to the Railroad could only enjoy one or two pleasure trips in the cars in order to dispel the cloud that now hangs over them. It is all gloom with them, no bright side, like the Indian who wanted to put away his wife, the clergyman remonstrating with him that he took her for better or worse—yes, but my wife all worse, no better; our Railroad will not be so, it will be all better—and no worse. There is no use disputing any longer about it, we all like comfort, and let us pull together, and only look at the safest and best method of making it for the benefit of all,

Yours,

A FARMER.

East Point, April 3, 1871.

HEAD ST. PETER'S BAY,
King's County, Lot 41.

To WILLIAM HOOPER, Esq., M. P. P.

Dear Sir; We have seen by the late papers that the Railroad Bill has been passed in the Lower House, and I suppose it will likely pass in the Upper Chamber. Your constituents are highly pleased with your action and vote upon the Railway Question.

You know very well and so do your constituents, that the Railroad, such as contemplated now, is altogether against the wishes of two-thirds of the population of Prince Edward Island. It would be more popular with us and the people generally, if branches were only opened from the Navigable ports, so as to communicate with the main line of Railroad. You, and your colleague, would do well, and would give satisfaction to your constituents if you would press your claims on the Government, to have a branch running from Mount Stewart, passing along the North Side to the East Point, through to Souris and terminating at Georgetown. The people of the North Side are a working people. The farmers grow large crops, raise a fair amount of Pork and Beef, and other useful articles Therefore we consider, that as we will be obliged to pay our share of taxation, for the construction of the proposed Railroad, we should derive some benefit from it in the way I mention.

But we should have a voice in the matter, and the people, and your constituents are getting up a large petition to the Governor and Council to have the Question placed before the people at the polls. We feel that we are going to be burthened with heavy liabilities, and will receive no corresponding benefit from this wonderful line of Railroad.

You have my permission to have this letter published in any of the public papers, if you think proper.

Yours Respectfully,

ANTHONY A. McCORMACK.

(Written for the Examiner.)

KICKSHAWS.

NATARAL PHILOSEPE, BY DOIGENUS, JR.—When a genelman is allers hissin' out full blast all sorts ov wicked invenshuns fur diggin out korruptions an spredin ov 'em in assofiditysome charges agin he's neighbors, who is rale genelmen that isint on that 'ar track ov businiss no how, then one mite kalkulate that pr'aps he jist snuff'd a partickler home scent, an' is a kinder relashun tu that 'air interestin' animal who allers smells he's own smell fust I never sees nur hears any ov them 'ar korruption squallers operatin' ov he s skavenger persuits, and a cryin' out tu the tip ov he s vice agin' he s feller christin Rot! Rot! Rot! but I cums tu the concludshun that he is considerable maggoty his self, that's all.

DIGGERY. Sam! Can you name an American General of West Point produce, equal in value and services to our British General, West India Produce?

SAM. Waal! I guess thar's General Grant's Cube and Sandy-Mingo, and More-Niggers perduce, as takes yer Britisher down some streaks I reckon.

DIGG; Sam! you're trying a cram; General Sumner summoned his Senator lads, and they swamp'd to give no Annexation dollars to Grant and his cads; and Grant said to Cuba, San Domingo and Niggers, I don't grudge you your figures, but Sumner won t give me the Brads, and Annexation Skedads. Sam Vamoosed.

When was the *Broad-Axe* prophetic? When its Ball vision cast the shadow before.

How is Government House like Wimbledon? It is a place of Ball practice.

Why is Government House *unlike* the Butts? Because it is *not* for *Target* practice.

SPRIGGINS.

The Examiner.

Charlottetown, April 17, 1871

REJOICINGS IN TOWN AND COUNTRY.

THE rejoicings in Charlottetown and several parts of the country, upon the passing of the Railway Bill, have been such as have never before been seen in Prince Edward Island. This outburst of popular feeling is not owing to the mere triumph of a party but it is an approval of the great stride in the march of progress which a few resolute men have been the means of giving our country. The construction of a Railway, means the breaking down of old monopolies and class privileges. It means the doing away with the old plans of carrying on trade. It means the breaking up of the credit system, with its 50 per cent profits. It means the introduction of the cash principle in all our dealings. It means better wages and the opening of new sources of industry to keep our young men at home. It means higher prices for our farmers, fair remuneration to the mechanic, the merchant, and professional men. In a word, it means that Prince Edward Island feels that she has taken a foremost stand amidst the provinces of British North America and that she can go on and prosper without any political connection with them further than she now enjoys.

We are in receipt of reliable news that, in the most populous parts of the country, the joy and exaltation of the people are unbounded. In some places, it is true, the the people are not satisfied; but we believe that they have been misinformed, and when they find that the impost tax, as it is, will scarcely fall upon their shoulders they will, ere long, rejoice at the passing of the Railway Bill, with the great majority of their countrymen

The ovation on Friday night in Charlottetown was one of the grandest spectacles the city ever witnessed. A Torch-Light procession, composed chiefly of the fire companies marched from the Engine Hall on Grafton Street and proceeded down Queen Street, across Water Street, up Prince Street, and made a circle of Queen Square, and then joined the immense crowd in front of the Colonial Building. The Procession was headed by a torch light representing the letters R. R Then followed the Volunteer Band; next an illumination bearing the names of

Pope, Howlan,
Brecken, Cameron.

Next came the Fire Companies under Dr. Strickland, bearing their banner with the motto "Firm in danger." As they marched along, filling the principal parts of the city with a blaze of light, the crowds which filled the side walks took up the cheering and appeared to be carried away with the wildest enthusiasm.

The whole city seemed to be on foot, and when the immense crowd gathered in front of the Colonial Building and extending along Great George Street, and down Richmond Street, they numbered between three and four thousand The mass meeting comprised all classes, rich and poor, liberal and conservative, old and young, laity and clergy,—and we may safely say that no other occasion could have brought so many different minds together. The people sent up cheer after cheer for the the Hon. J. C. Pope and other gentlemen who have taken a prominent part in the Legislature in favor of the Railway. The speeches of Messrs. Pope Howlan, Brecken Haviland, McEachen, Perry, Dingwell, Richards, Cameron, Bell, Arsenault, Reilly, Strong, Carvell, Dr. Jenkins, Longworth, McDonald, McNeill, were applauded and cheered with the greatest enthusiasm. All the speeches referred with hope to the prospect of the railway being a great success, and we were glad to find that they were characterised for good sense, and good judgment. There was no foolish boasting, no abuse of the Railway opponents, but a spirit of fair-play, dictated by the feeling that the Railway was to be for the good of all. The Hon. Mr Pope was eulogised by nearly all the speakers, and if the Railroad proves to be what we all hope, he certainly deserves the thanks and the warmest praise of the country. The magnificent Hall of the Christian Brothers School, was splendedly illuminated, and was the theme of general admiration. The meeting broke up at a late hour with cheers for the Press the Ladies. Our Gracious Queen, Her Representative the Lieut. Governor, and for everybody who had helped the cause of progress.

Though it was understood that no general illumination would take place yet several of the principal hotels were finely illuminated. The allusion of the *Patriot* to the illumination of St. Patrick's Hall, is very undeserved, and has called forth a good deal of indignation. The good Brothers, we presume, had seen the advantages of railroads in other countries, and they illuminated the building under their management, so tastefully as they did, to keep in countenance the cause of progress, and to celebrate the era of a better future in our history.

We have received accounts from Souris, Tignish, Summerside and other places of the rejoicing of the people, but have only space for the letter of our correspondent at present in Georgetown.

(From our own Correspondent.)

GEORGETOWN, 14th March, 1871.

DEAR EXAMINER;

I left Montague yesterday (Thursday) for Georgetown, where I arrived in the middle of the afternoon At some distance from the Town I was made aware of its situation by the continuous *feu du joie* of musketry, which saluted my ears, and on approaching within sight my interest was still heightened on beholding the numerous party colored flags and streamers gaily floating from almost every building, as also the display of bunting by the vessels in the harbor. The church bells were also made to add to the general rejoicing, while a multitude of younsters carried banners with various inscriptions, such as "Beware of Bulgine," "Keep pace with the times," &c., and shouting vociferously at every salute fired by their elder tyros, from the smooth faced clerk to the bearded veteran.

All this enthusiasm was in strange contrast with the feeling I had so lately seen manifested in the southern sections of the colony through which I lately passed. The following dialogue took place at Mink River. I suppose stranger you are from town? Yes Sir. And did you hear are they going on with the Railroad? Yes, Sir, you will soon see the Iron horse. May they crack their necks. *Exit.*

At Montague also there are many mal-contents they were very doubtful whether the bill would pass the Upper House, and in case it did they contemplated calling a mass meeting to protest against it One Samson, and a Justice of the Peace at that I hear, threatens to muster a force and tear up the track as fast as it is laid. In case he continues luney, the Government will doubtless provide him accommodation in an upper story of that brick edifice they are on the eve of purchasing for an asylum.

Georgetown people have flown off in an opposite tangent, and last evening manifested the wildest excitement around a huge bon-fire of tar barrels and other combustibles, in full blast on the public square, all in honor of the Railroad. The church bells again rang merry peals, all the windows in town were beautifully illuminated with candles and as Georgetown possesses a Distillery, many a *spirit* was as radiant as the surrounding buildings.

The little town has again quietly sobered down to its usual gravity, and it is only reasonable that it should, after exploding a ten pound note in gunpowder, and a few hornpipes to ram home the charge.

Such generosity on the part of Georgetown, hitherto so parsimonious in its isolation, may possibly surprise her rival and enterprising sister Montague; but this will not abate her impulse in battling for supremacy. Instinct teaches that a crisis has been reached, that there is a tide in the affairs of men, which if taken at the flood, leads on to fortune.

MOUNTAINS OUT OF MOLEHILLS.

LAST week we published an extract from one of the speeches of the Right Honorable Edmund Burke, upon the duties of Representatives, which we considered would be interesting at the present time. The speeches of that most noble and eminent political philosopher deserve the study of all, and have been the text book which has foreshadowed many of the great modern political reforms. We intended to have made the speech published by us the subject of some remarks and will do so in due time. Last week we gave it as it was without note or comment. The *Patriot* makes this fact the subject of a whole leading article, in which we can not make out whether he approves of the opinions of the great English Statesman or not. We presume that it will not affect the fame of the illustrious Burke, what the writer in the *Patriot* may say of him. His allusions to ourselves do great credit to his extraordinary powers of imagination as he attributes intentions, words and opinions to us, which we never uttered Whilst the writer of the *Patriot* is in his present distracted state of mind, we do not care to argue constitutional questions with him. We can make all due allowance for him and will bide our time until our contemporary gets into a happier mood, and adopts a more genial and gentlemanly style. We acknowledge that, so far, our contemporary has shown us more courtesy than he has exhibited towards others, or than others show him. As we have no desire and take no pleasure at seeing our name in print, we wish the *Patriot* would adopt the mode of the respectable journals elsewhere, and respect the impersonality of the press.

Another mountain which our contemporary constructs out of a molehill, is a short paragraph written by us, through personal friendship for M. B Daly, Esq., the son of a late much respected Governor, Sir Dominick Daly, who is at present a candidate for Legislative honors in Nova Scotia. Hence, the reference to him was suggested by personal and friendly, and not political considerations. We think that the taste of the *Patriot* is, to say the least, very questionable, in twitting, or trying to dictate to us what we should write about. If we have not written about the question of Confederation, it is because that question is settled, and there are live issues before the people, in which our readers are deeply interested. We may now say that, as an Islander, we have always considered and expressed the opinion that the Island is much better off by remaining as it is, and hence are opposed to this Island entering the Confederacy. But we are a friend to all free Governments. In the dark hours of the American Republic we were its sympathiser, whilst some writers here were not its friends, who are now insidious Annexationists. They think they can carry out their designs by defaming the Dominion of Canada. The Dominion of Canada is a constitutional Confederacy, under an Imperial Act, and is an integral part of the British Empire The development of its resources its social, political, and commercial prosperity, and its national relations to the mother country must be ardently desired by every liege subject of Great Britain. The enemies of the Dominion are our foes, and would seek to subjugate us in British North America. The success of the Dominion, as it exists, under the powerful and parental ægis of Imperial Britain, is linked with the material and political interest of all loyal men. As this success must depend largely upon those who may be chosen to sit in the Council's of State, and direct its august future, we now do, and shall rejoice to find loyal men, and able and honest politicians and statesmen, entrusted with the power to work out the great destiny of the Dominion.

We can not understand how any professed lover of free government and free institutions, could do otherwise than wish the most unbounded prosperity to a country so near and so dear to us by a thousand associations

THE RAILWAY BILL IN THE LEGISLATIVE COUNCIL.

THERE were some doubts amongst the friends of the Railway Bill, as to its fate in Legislative Council. It was confidently hoped by some that the Council would lay it over for a year or so; but when it came up for discussion on Tuesday last and the vote was taken thereon, to the surprise of many the Bill passed into its second reading by a large majority—eight to four The Question was discussed with marked ability by several members of the Council. The speeches of Mr. Haviland, Mr. McDonald and Mr. Strong, for the Railroad, were eloquent and exhaustive. Mr Haythorne, the Leader of the Opposition, did not appear to have changed his views in favor of the Question, but in deference to the opinions of his constituents, he moved the following resolution:—

"That the Order for the second reading of the Bill be discharged, and that the Bill do lie over till next Session, and be published in the *Royal Gazette* of this Colony for information of the people, and with a view to elicit further information on and discussion of the Railway Question"

The division upon the Resolution was as follows:—

CONTENTS:

Hons R. P. Haythorne. George Beer, John Balderston James Muirhead—4.

NON-CONTENTS.

Hons. T. H. Haviland, P. Walker, James Dingwell, Andrew A. McDonald, Daniel Gordon, Richard Reid, Herbert Bell, W. G. Strong—8.

The House went into Committee, and on motion of Hon Mr. McDonald the Bill was amended by adding that the branches to Souris and St. Peter's be completed within five years.

The great crowds upon the side benches and on the galleries frequently burst into expressions of applause, when the speakers in favor of the Bill touched the popular heart Hon Mr. Muirhead made a motion that the House be cleared, and perhaps it is to be regretted that he did not press his motion, as it would have aroused the feeling which we believe, is generally entertained that it is about time to take into consideration the abolition of the Legislative Council.

The House of Assembly adopted the amendments of the Council, and the Bill received its final reading without a division. It received the Governor's assent to-day and now is the Law of the land. Carried out in good faith, and receiving the generous support of the people we know it will confer immense advantages, and we believe the farming classes will at once commence to be benefited by the undertaking of the great public work.

TAKING THE CENSUS.

THE Census which will be taken this week will be the most full and complete statistical record ever before taken in this Island. There will be schedules left at each house, and we think it proper to say a few words to impress upon our readers the propriety of assisting the enumerators all they can in the most cheerful manner. The Census will furnish data for future legislation, and if faithfully taken will present an accurate statement of the population, wealth, resources and general prosperity of the Colony. It will give a classified account of the ages, sexes, social condition and religion of all residents. The number of Freeholders, tenants and proprietors, with the quality of lands and the amounts of rents paid will also be enumerated. The agricultural, mechanical, and industrial pursuits generally, will be noted, as well as the progress made in manufactures.

Some persons may imagine that the schedules filled up,—or the answers given may in some way be used as a record to their detriment. But the schedules will never be seen except by those engaged in taking or compiling the Census. They are sworn officers, and are bound not to divulge any individual information that may come under their observation. The names are merely given as a guarantee of good faith, and as a check, and nothing in the schedules can possibly injure or effect the business standing of the persons mentioned in them. Below we give the names of the gentlemen appointed in the several places to take the Census and await with very great interest to see published the result of their labors.

Hon. S. F. Perry, Lot 1; Charles McArthy, Lot 2; Henry Gordon, Lot 3; P. Connick, Lot 4; Antoine Perry, Lot 5; John Clark, Lot 6; D. C. Ramsay Lot 7; John Currie, Lot 8; John McDonald Lot 9; Hugh Goff Lot 10; John Ramsay, Lot 11; Albert Williams Lot 12; Wm. R. Ellis, Lot 13; Neil McKinnon, Lot 14; Joseph N. Gallant Lot 15; John McKinnon, Lot 16; C. B. Saunders, Lot 17; Archibald McGougan, Lot 18; David Walker, Lot 19; Richard Ready, Lot 20; George McKay, Lot 21; Edmund Crabb, Lot 22; John McDonald, Lot 23; M. J. Blanchard, Lot 24; Montague Lefurgy, Lot 25; Lorenz Wright, Lot 26; A. Schurman Lot 27; Ambrose Peake, Lot 28; Neil McKinnon Lot 29; Archibald C. McNeill, Lot 30; Aubrey Fowle, Lot 31; Charles Hooper, Lot 32; Duncan Kennedy Lot 33; H. McLeod, Lot 34; John Allan McDonald, Lot 35; James E. Kelly, Lot 36; John A. McDonald, jr., Lot 37; Patrick Griffin, Lot 38; J. McGuire, Lot 39; Joseph McVarish, Lot 40; Martin McInnis, Lot 41; John Ryan, Lot 42; Richard Keefe Lot 43; Malcolm Leslie, Lot 44; Ronald McDonald, Lot 45; Charles McEachen, Lot 46, John Beaton, Lot 47; Edward Chandler, Lot 48; Thomas W. Beers, Lot 49; Malcolm Campbell, Lot 50; James McDonald Lot 51; William Alley, Lot 52; William Lewis, Lot 53; H. A. McPhee Lot 54; Ronald McCormack, Lot 55; Allan McDonald Lot 56; James Nicholson, Lot 57; Donald R. McDonald, Lot 58; Alexander McLeod Lot 59; R. K. McKenzie, Lot 60; George Hicken, Lot 61; Dugald McDonald, Lot 62; Andrew Miller Lot 63; Henry Brehaut, Lot 64; E. McMillan, Lot 65; J. J. O Reilly Lot 66; John McLeod Lot 67; Wellington Nelson, Charlottetown; and Neil Matheson, Georgetown.

THE AMENDE HONORABLE.

DURING the exciting debates upon the railway question we were given to understand that Hon. B. Davies made some remarks concerning the Charlottetown Press. Feeling that we are perfectly free to advocate or not any measure which we believe to be for the good of the country generally, and being independent of any Government patronage or control, we addressed Mr. Davies a short note, in reply to which he says:—"I made no charge against the EXAMINER. The only object of my address was to shew the folly of attempting to carry out the Government threat of muzzling the Press. I did not say or infer that the EXAMINER was under the control of the Government, or of any party." This *amende honorable* we accept, and is what we expected from a gentleman of Mr. Davies' probity of character, who, though he may differ from us, could have no desire to injure a young man commencing public life. In taking management of the EXAMINER, we determined to keep aloof from the prejudices of party, to avoid disgusting personalities, cowardly inuendoes, and such outrageous insults as are too frequently published in the Island press, and resolved to do justice or honor to any man or any party who deserved it, and to discuss public questions upon their own merits. We hope the people will sustain us, as it must be for the public good to have some journal free from the bonds of Government patronage, party, and prejudice. Our views upon the Railway Question, are the result of study, mature consideration and observation of the practical benefits of Railroads in other countries. Whilst holding these views, we have given our columns freely to others, to advocate any side of the question they pleased or thought right, and this we will do in future concerning any great question that may arise. In thus giving others the privilege of expressing through our columns, their views, no one can question our right to publish our opinions, especially so long as we give others a monopoly of indulging in odious, scandalous, and defamatory personalities.

Port Hill Debating Society.

ON Wednesday, the 29th of March, the quarterly appointments of the officers of the above named Society took place, where the following persons were elected:—

Hon. John Yeo, (re-elected,) President.
Mr. John Meneyard, Vice President.
James E. Birch, Secretary.
Hugh Brown, Treasurer.
W. R. Ellis, Financial Secretary.

Committee of Management:—Messrs. George Strongman, Alexander Brown, John Bell, Thos Murphy, and Arch. Montgomery.

On Wednesday, the 5th day of April, the following question was discussed:—"Was the American Revolution of 1776 justifiable," which was decided in the affirmative.

On Wednesday, the 12th inst., the question for debate was:—"Is the Press of P. E. Island, more especially the *Patriot* and *Progress* newspapers an evil or a benefit to its inhabitants," when it was decided that all the papers published were a benefit, save and except the "Patriot" and "Progress" newspapers.

The following resolution passed unanimously, congratulating the Hons. James C. Pope and George W. Howlan on their Railroad victory was moved by Mr. Thomas Murphy, and seconded by Mr William R. Ellis:—"That we, the members of "Port Hill Debating Society" cannot overlook the spirited and independent parts acted by the Hons. James C. Pope, and George W. Howlan in their untiring advocacy of the Railway question We hereby tender our sincere thanks of congratulation to the above named gentlemen for their indefatigable and strenuous support of the project, and their successful efforts in the passing of the Railway Bill, and also to the other Members of the Legislature, who so ably advocated and independently voted for the measure, at the same time hail with delight the passing of the Railway Bill through both branches of the Legislature, which we deem most necessary the prosperity of the Island, and its inhabitants."—The question for discussion on Wednesday, the 19th inst., is "Should a Representative vote according to his own opinion, or that of his Constituency.—Debates and Lectures will be kept up throughout the Summer.—JAS E. BIRCH, Sec'y.

Mr. McClure is building a bark of 500 tons at Murray River Bridge, or Burnt Point, as it is called. He, in connection with a gentleman of Charlottetown, are the owners, and intend to have the vessel launched by the middle of next May. It is built of spruce and hardwood. The outside planking is all made of birch and beech. The vessel, we understand is intended for the West India trade.

ON Wednesday we will issue an Extra of twelve columns, containing the close of the Debates on the paragraph about Railways, in the Address in answer to the Governor's Speech. On our first page is an article on crossing the Straits, the Temperance Meeting, some short articles on Princess Beatrice, and part of the able speech of Hon. G. W. Howlan, concluded on the inside page. Some articles upon the doings of House of Assembly, and a pile of correspondence, we are obliged to lay over.

The death of Mr. James Cahill on Friday last, will be very generally regretted by a large circle of relations and friends. He was one of our oldest citizens having lived in Charlottetown well on to half a century. He was a good neighbor, and a man whose hand was always open to the claims of charity. His remains were attended yesterday by the Benevolent Irish Society, and by a large concourse of his friends and fellow citizens, to their final resting place.

The Legislature was prorogued this afternoon by His Honor the Lieut. Governor, who gave his assent to fifty-three Bills. It was one of the longest, most important and remarkable Sessions ever held in P. E. Island. We trust the Reporters will send us in the Debates at once, as we wish to get them published and spread before the country as quickly as possible.

A correspondent at Little Sands writes us that "Hay is scarce in that neighborhood. Several farmers are commencing to run short and are obliged to purchase what they require. It is selling for £4 per ton, and upwards."

TREASURER'S OFFICE, 8th April, 1871.—Warrants from No. 1364, of the date of the 20th October, 1870, to 1687, of the date of 5th January, 1871, (both inclusive), together with the interest due thereon, will be paid at the Treasury, on demand.

The Lieut. Governor in Council has named 5s. 8d. as the amount to be allowed for the American Dollar at the Custom Houses in this Island.

THE news from Paris is shocking. The infidel party are carrying things before them in the most violent and outrageous manner. They will be crushed out, and that too, we hope, without the aid of the Germans.

There is a Bill before the Legislature to grant a charter to a company to build a Bridge across the Hillsboro'. Several persons have expressed willingness to take shares, and there is probability of the work being soon undertaken.