

Speech of Hon. J. C. Pope, on the Railway.

In the answer made by this House, to the speech with which His Honor the Lieutenant Governor opened the Session, we expressed our concurrence with His Honor in his suggestion that we should consider the expediency of deepening the waters in our harbors, and of constructing a railroad through the Island, and declared our intention to devote to those important subjects our earnest consideration. Last evening I intimated to the House that on this—the day of the Patron Saint of the Emerald Isle—I would submit a resolution respecting the CONSTRUCTION OF A RAILROAD. I shall accordingly move a Resolution. It is not my intention to make a long speech, as I, on a former occasion, addressed the House on this subject. Our roads, it is admitted, are insufficient for the increased traffic, and the transport of our agricultural and other products. It is almost impossible to make roads over our soil, such as will stand the wear and tear of heavy hauling, particularly in the spring and fall of the year. It has been a very difficult matter to get the productions of the country to market, with such inadequate facilities as we have at present, and it has already been a necessity to expend a large sum of money in order to enable our people to carry their surplus products to convenient harbors, and the question which forces itself upon us, is, whether it is most advisable to spend money in macadamizing and improving our common roads, or in building a line of railroad through the Island? This a question which deserves our serious consideration, and should be taken up by this House, and dealt with upon its own merits. It is a fact readily admitted, that we have no loose stone or granite, such as is found in the neighboring Provinces of Nova Scotia and New Brunswick, suitable for the construction of roads, and the cost of macadamizing with imported stone, has been found to be so very heavy, that it is quite evident that we never can prosecute that mode of road-making to any great extent. In this country labor is becoming very scarce, and the farmers are becoming better off, and markets tolerably good; ready cash is to be obtained for products of all kinds. The moment harvest is over, farmers begin their threshing, and afterwards commence to bring their products to market; in many cases traveling a distance of 10 or 15 miles. This takes much time which is wanted on the farm. We all know that time is money. The expense to the farmer of getting his products to market, under existing circumstances, is equal to three times what it would had we a railroad. Had we a railroad, our farmers would be enabled to spend upon their farms, in preparing for the next year's crop, much of time now consumed in hauling their products to market. As the country grows older, and as farmers cultivate their lands to a greater extent, the more will the want of improved communication be felt. Under these circumstances, it is evident that, with the increasing prosperity of our people, something must be done to give them corresponding facilities of transport. Now, as I have said, the question is, Shall we undertake to charter vessels to bring stone and gravel from abroad, with which to macadamize our roads, or shall we undertake to build a railroad? I know some men members are opposed to the latter expedient, because the line will not run down to particular districts. Along the western part of the country, for many miles, there is no harbor, nor means by which the inhabitants can provide themselves by water transport, with many articles indispensably necessary to the comfort of their families. They have firewood in abundance, timber, staves for making barrels, and many other things, required in other parts of the Island, the sale of which would go far towards enabling them to pay for their lands, all of which are now useless to them, by reason of the want of a railroad. Again, we have been told that building a railroad would bring ruin upon the Colony. Those who say this apparently contradict themselves, for nearly all the resolutions passed at public meetings, although they express opposition to the undertaking, nevertheless, admit that all countries in which railroads have been built, have flourished. So, if we take this for granted, these objections are untenable, and the facts which these opponents of a railway admit, are amongst the strongest arguments that can be adduced for building one. It is admitted then by the opposition, that railroads are, in all countries, beneficial. The next question is, have we the resources adequate to such an undertaking? My own opinion is, that our pecuniary resources are not only equal, but surpass those of our sister Provinces. And here I may be pardoned for making allusion to the press. There is no man who more highly appreciates the advantages of a free and enlightened press than I do. I glory in the liberty of a manly and independent press. But there are some people so foul and invidious, that no slander is too glaring or false; no insinuation too vile; nothing too bad to be put forth by them as fact. I say, I glory in the liberty of a free press, and I would be very sorry to interfere with its liberty; but a licentious press is a curse to the country to which it exists. The inference these calculators of their country would have their readers draw, is that we have no resources for such an enterprise. Now, sir, what, in all probability, would a railroad cost us? It is well known that a first class railroad can be had here for £5000 currency per mile for construction, including all the apparatus while in England, they cost £30,000 sterling on the average; in Scotland over £25,000; in Ireland less. Of the earnings of a railroad, the only proper way to judge is by comparison; comparing with ours the resources and population of those countries where railroads have been built. If we take New Brunswick, we find that the cost of constructing the Shediac line of 108 miles, was \$44 00 per mile, which, taking their population at 194,000, amounted, on an average, to \$24 per head, for every man, woman and child in the Province. Our railroad, from Cascapecue to Georgetown, a distance of 130 miles at £5,000 per mile, would cost the people of the Island, an average of \$30 a head. No sensible man can be found in New Brunswick who will say that they could do without their railroads. The question then arises, can the people of this Island as well afford to have railroads as the people of that Province? There, each of the country is barren and worthless, and their people are largely engaged in the lumber trade, and that, not only, but fails to prove remunerative; consequently, the people are generally poor or comparatively poor, who have few fertile lands, and, by their industry, are growing rich from the products of their farms. This is a strong argument in favor of the construction of a railroad in this Island. Besides this, the population per square mile on this Island, is much greater than in any of the other Provinces. In Upper Canada, at the last census, it was 11.57 per square mile; in Lower Canada \$29; Nova Scotia 17.72; New Brunswick 9.29; N. E. Island 37.29; Newfoundland 2.5; thus, making our population, per square mile, more than three times that of Upper Canada, seven times that of Lower Canada, double that of Nova Scotia, four times that of New Brunswick, and twice times that of Newfoundland. The returns from the Shediac road for the past year, gave about one and a half per cent upon the cost of construction, over and above working expenses. But, if that road had been built with the gauge of 3 ft 6 in., instead of 3 ft 6 in., and had cost £5,000, per mile, instead of \$14,000, the same amount of work would have been performed, and the profit would have been 4 per cent, instead of 1 1/2 per cent. Take again the difference in the

working expenses and the wear and tear, between the narrow and broad gauge, which is said to be about 40 per cent and 70 per cent, respectively, of the earnings; and in this way, assuming our traffic to be equal to that of the Shediac line, our Railway would not only pay working expenses, but leave a net profit of over 6 per cent, equal to the full interest on all the money invested in its construction; and, consequently, be no burden upon the country. As before remarked, the population of New Brunswick is the square mile, is only one-fourth that of ours. There is much of the land along its line which is rocky, barren, and unproductive, nevertheless, it is a fact, as shown by its returns, that over 95 per cent of all the passenger traffic of the Shediac road, is wayside or local traffic, and less than 5 per cent through traffic. Of the freight traffic, four fifths is local, and only one-fifth passes through. As our country is settled all along the proposed line, and as we have a much denser population to the square mile, than New Brunswick, it is but fair to assume that we should have more traffic. So that if we take this as the standard of comparison, I don't see how a railroad through this Island could fail to be more remunerative than a railroad in the neighboring Provinces—receiving as it would, more work, the population being much greater to the square mile, and our products three times greater than they are in New Brunswick; so that, instead of the road ruining our people, it would be the means of adding to their wealth, by the benefits which would result from the increased facilities for the transport of their productions, and the higher prices which they would obtain for them. In all progressive countries, railroads are looked upon as necessities. The United States are interested in every direction by lines of railway, and the people of that country were looked upon as amongst the most progressive and enterprising people in the world. Upper Canada, New Brunswick, and Nova Scotia, are following in the same progressive path, and why should we lag behind? A substantial proof of the success of railroads in New Brunswick, is given by the fact, that they were now running a line from Fredericton to River de Loup, in Canada. With your permission, Sir, I will now allude to a letter of Mr. Derby, of Boston, which appeared in our local newspapers a short time since. This gentleman is admitted to be one of the first statisticians in the United States, and he says that, if the country would furnish 50 tons of freight per day, each way, or its equivalent, that is, 25 tons and 25 passengers, the railway would pay working expenses and interest. Now, every hon. member of the Committee must be satisfied that the freight and travel would double the amount named. There can be but little doubt, therefore, that the work would pay, and would be no burden or expense upon the country. The railroad from Cascapecue to Georgetown, at a cost of £6000 a mile, (the distance being 120 miles) would be £600,000. Right of way, say £10,000; Engineer, say £2250 for three years; Commissioners, £400; Appraisers, £3000, and say, an additional £2750 for contingencies—the total cost would thus be £622,000. During the first year of construction the expenditure would not exceed £150,000; and as the expenditure would extend over the whole year, not more than six months interest could be estimated, viz: £45,000. The second year we should have to provide for the interest for twelve months of the £150,000 expended the first year, and £200,000 expended the second year for six months, amounting to £15,000. The third year interest of £350,000 for twelve months, and balance of expenditure, say £272,000, for say, three months, equal to £26,500. In all, £46,080 in three years. Two and a half per cent on the imports, would amount in three years to £45,000, and balance of interest on this amount, say £600, to be added. So that, whilst in the years of construction £46,080 would be spent, only £481 less than the expenditure—say nothing about the saving in the Road Service and Post Office Department. One of the papers published in this City, the Patriot, stated a few days ago, to the effect that the Government contemplated levying a tax of 3 per cent on the imports, 2 1/2 per cent on the advances, and 1 1/2 per cent on the exports of the country. That statement was incorrect, and without the shadow of truth to support it. At the close of his speech, he submitted the following:—

Whereas the Trade and Export of this Island have much increased during the past few years; and whereas it is found that stone or gravel, to keep the roads in an efficient state of repair, to render easy the transport of the productions of the Colony; and whereas the construction and maintenance of a line of Railway through the Island, would greatly facilitate its trade, develop its resources, enlarge its revenue, and open more to frequent and easy communication with the neighboring Provinces and the United States; Resolved, therefore, That the construction of a first-class Railway, of three feet six inch gauge, from Cascapecue to Georgetown, with branches to the Shediac and Tanguish, the cost of which will not exceed Five Thousand Pounds, currency, per mile, is worthy the serious consideration of this House.

Correspondence. To the Editor of the Examiner. Sir, You will, perhaps, allow me a corner in your valuable EXAMINER for a few simple thoughts on the great topic of the day—Railways. It is said that "Comparisons are odious;" and the truthfulness of it, in a measure, goes to show the truthfulness of the sage words of our Prince Edward Island, and the neighboring Provinces, Canada, says,—There was never a time since the agitation in the country for the construction of the Grand Trunk Railway, when the public mind was so keenly alive to the necessity of Railways and other public improvements as the present. The new railway projects mooted and on foot, are almost beyond computation. Some fifteen different lines, all to meet the great North West traffic are now being opened up. The improvement of canal and river navigation is about to be carried upon a scale of unusual liberality, as provided for in the estimates; and the several provinces and municipalities, vie with each other in their efforts to improve their respective localities. Canada never before presented a more prosperous aspect. Even taxation itself, usually looked upon as burdensome to bear, and inadequate to the demands upon it, has ceased to give concern, except as to the disposition of the funds it produces. The Dominion Government is reported to have a large surplus from the last financial year, and a still larger one accruing during the present. The prospect is a cheering one; and all the more so, as the same cautious and far-sighted cannot show any reasonable grounds for imputing these exterior signs of progress to a temporary inflation. These great undertakings for the development of the country's resources, are to be pushed forward with great zeal. Good for Canada. Nova Scotia says, since the opening up of railway communication with the interior of the Province, the cities and towns have increased rapidly in population and wealth. Since 1855 railways have been in operation from Halifax to Windsor on the Bay of Fundy, and from Halifax to Truro, at the head of the Cobequid Bay. The latter line is now confined to Pictou Harbor in the Straits of Northumberland, where it has already attracted a large trade from the Gulf of St. Lawrence. The Windsor line is to extend to Annapolis, 149 miles from Halifax. The Intercolonial Line is being rapidly pushed forward, and before the close of 1871 Halifax will be in telegraphic communication with the Upper Provinces and the United States. The extension of the line to the West to Digby and Yarmouth, where \$200,000 has been subscribed to get these lines in operation; and to Cape Breton on the East. These are works of great importance; and the measures adopted by the Legislature are such as to ensure the construction of these railways which are essential to the prosperity of the country at large. Go ahead Nova Scotia. What says Prince Edward Island. Old sleepy hollow seems to be still asleep on any great public measure for its improvement. A Government measure for the construction and commencement of a Railway from Cascapecue to Georgetown, has been brought before the Legislature by its Leader the Hon. Mr. Pope, whose eloquence and enlarged intelligence showed the utility and necessity of such an undertaking. This has created an agitation from one end of the Island to the other, got up by Sturges, Road side Pedlars, and illicit Grocersellers, who have existed and patronized the process, and by Revenue arising from Roads, Bridges, and Statute Labor Acts. Those parties see in a railway the breaking up of their monopolies—the craft, as of old, is in danger, and they see the out, and a few time serving demagogues have set up such a dismal cry of disaster, ruin, and taxation, thereby sowing a part of the Old Wisdom of this enlightened community almost into fits, and causing the said Government measure to be set aside, which all men of intelligence and enterprise could hail as a harbinger of prosperity, thereby placing us, in a measure on an equality with the Provinces around us. Alas for the comparison! Yours, RAILROAD.

Albion Bay. OPINIONS OF THE PEOPLE. TO THE EDITOR OF THE EXAMINER. Sir, A short time ago I wrote a letter, which was published in your paper, on the injustice done to the French Acadian population of this Colony in the distribution of Public Offices. I see that my letter has done some good. Gilbert Boute, Esq., of Tanguish, has been appointed Commissioner for taking acknowledgments to Deeds, &c. but that is not sufficient, there are more important offices which ought to be filled up by some of the Acadians. There are two French Acadian members in the House of Assembly, both strong supporters of the Government, and no doubt, those two gentlemen represent the views of the majority of the French Acadians in this Island, and why not appoint one of them to a seat in the Executive? and why not give the other the office of Collector of Excise for Charlottetown? I am sure either of the two gentlemen above referred to are better entitled to it than the officer, who, four years ago, deserted his constituents for the sake of the office, and who is no supporter of the present Government. If the Government continue keeping their political enemies in office, they may expect their friends will desert them in time of need. Now I would like to say a word to my countrymen on the Railroad. I am well aware there are a number of cunning men who go among the people misrepresenting the views of the Government, with respect to building a Railroad in this Island. They tell us, oh! Pope, 'twain & Co., will ruin the Island, they will drive us into Confederation, or some other evil; they want to speculate and make money at our expense; but in the same breath they tell us, put us in power, and we will build the Railroad for you. Well that is all very fine talk, but it is rather slippery to be depended upon. Another advice I wish to give you, beware of those parties who go round asking you to sign a petition for a Railroad, and afterwards they put the petition through a physical process, and it turns out to be a petition against a Railroad. I tell you again beware of those Quacks. Now, Mr. Editor, allow me to congratulate you on your success in getting put a new dress on the EXAMINER, continue to speak for the Rights, our Liberties, our Constitution, and last, not least, a Railroad, and by your countrymen will continue to patronize your valuable paper. As the mail is just going away, I must close, I shall return to this subject again, in the mean time. I remain, yours truly, AN ACADIAN. Tanguish, March 23, 1871. (Written for the Examiner.) KICKSHAWS. Spoil'd one. Ma! this egg don't taste nice! Must I eat it? Ma. No my dear it will do to scramble, with a little lemon, for our evening party. The Broad-Axe is said to have given an unkind cut to its own friend. The cut is so extensive that it will require several stitches. The Hon. Mr. Gravy made an oily speech in Lord Hall, about Greece, to a melting audience. There: 109 above zero. Baldy says, He is not distressed at 25 per cent of Hair dress'd, and so does not care for the Barber's ring. When my dear Mam'ma like a sail of a Ship? When she is a Spanker. Which one of the High Joint, Commission is not in his element? Fish (out of water). Can you name a piece of household furniture, which answers to an eight day clock? Beddicking. In what way is the caption of this paper ludicrous? Because Kickshaws, is corruption of Quelquechose, corruptly brought under your auspicious nose; and is vulgar, coarse, unrefined and offensive to your polished mind. SPRINGING. SIR E. THORNTON. Secretary Fish writes the following letter in reference to the proposition that Mr. Sumner's damianus, as caused by interference of Sir E. Thornton. WASHINGTON, MARCH 12, 1871. To the Editors of The Evening Post: A special despatch, dated Washington, March 11, introduced with startling headings, which appears in the second edition of your paper of last evening, requires a contradiction, rather than the character of the journal which is made to give currency to a malicious invention, than from any probability of truth in the statements of the despatch. No person who knows the scrupulous delicacy of Sir Edward Thornton (the British Minister in this capital) in his official relations with the Government to which he is accredited, will for a moment credit the statements that he has attempted or suggested any interference with the organization of any part of the machinery whereby the business of any branch of this Government is conducted. And no person who knows me, I venture to hope, will credit a statement that any representative of any foreign power would be allowed to approach me with a suggestion on that subject. The entire statement of your correspondent, so far as it relates to any conversation, or discussion, or allusion by Sir Edward Thornton to me, or by me, to, or with him, or with the British Commissioners, or any other of them, on the subject of Mr. Sumner's position on the Committee on Foreign Relations, or with respect to any organization or constitution of that, or of any other committee of the Senate, is from beginning to end without the slightest foundation of truth. Neither Sir Edward Thornton, nor either of the British Commissioners, ever, directly or indirectly, by word or in writing, has expressed or intimated to me any opinion, wish, or approbation, or suggestion, or allusion, or any other person being on any Committee of either House of Congress, or made any allusion or reference to the organization or composition of any Committee of either House of Congress. All the transparent object and probable source of the statement which your correspondent has written to you, I have nothing at present to say. But as the effect of the statement, if not corrected, would be a misrepresentation of the conduct of Sir Edward Thornton and the British Commissioners, and to prejudice pending negotiations of great public interest, I trust you will give place to this denunciation of the entire falsity of the alleged dismission. Very respectfully, HAMILTON FISH. A Liverpool journal is authority for the story that a wealthy Englishman, Thomas Dutton, recently deceased, left £200 in his will to the late General Robert E. Lee. The latest despatch of Victor Emmanuel is said to be ten-pis, to which he is much devoted. He enjoys the game, for he believes it responds the object of applying with which he is now threatened.

The Examiner. Charlottetown, April 3, 1871. We are beginning to find out that any journalist, who departs from the trodden ways of conducting a paper here, that is personal malignity, partisan politics, and general defamation, will have a hard road to travel. Last week some parties on the appearance of the Examiner, performed a series of "ground and lofty tumblings" that were only equalled by the impertinence of others, to all of whom, we will pay proper attention in due time. PUBLIC OPINION ON THE RAILWAY QUESTION. The Capital has spoken out in favor of the Railway Question in terms that can not be misunderstood. Mr. Davies, one of the representatives for the City, is one of the most careful of legislators in his words and actions. He intimated that he would like to know the feelings of his constituents. In a single day, nearly a thousand voters expressed their desire to him that he should support the Railway policy of the Government. The unanimity and willingness with which this expression of opinion was given, show that Charlottetown is strongly in favor of the movement. All classes—rich and poor, young and old, went in, as one man, to ask their representatives. This exhibition shows that the Railway is a popular movement, and that it does not emanate from a few politicians, or from any tyrannical faction as is sometimes said by the opposers of the Railway project. For Charlottetown so unanimously approve of such a progressive movement, is certainly a singular phase of the signs of the times. Charlottetown, that used to ostracize the liberals, and stone to death the prophets of progress in days gone by, to go in so heartily for the greatest progressive movement of Islanders, in our day, is a sure proof that its fossils are departing, and that its old fogeyism is gone forever. Toryism always looks to any changes in the future with fear, liberalism looks forward with hope. Charlottetown has become liberal then, for she must have great faith in the success of the railroad when she is so ready to tax herself for it. If the expenses of the railroad are to be met with an impost tax, as in Charlottetown will have to bear a large part of the burden. The citizens of Charlottetown use a large proportion of the dutiable goods such as cloths, carpets, wines, sugars, and other luxuries which people in the country use more sparingly. We hope that the generous confidence of the Capital in the success of the Railroad will be abundantly rewarded. Ere long we may have direct steam communication with England, and though the impost tax may be greater, yet the goods, thus more cheaply carried from England, may be had at less cost than now to the consumer. Since competition and cash prices have commenced, we get several articles very much less than even when the duty was not so much as it is now, so we may find that with railroads, and steam communication with England, we may get our goods cheaper though the taxes may be higher. We will review the expressions of public opinion on the Railroad Question throughout the Island next week. In the meantime we must express the belief that Charlottetown has spoken out generously, and unselfishly in favor of the Railway movement, and we feel certain that ere long she will sit amongst the cities of British North America the most prosperous and happy, as she is the most beautiful of them all. If she flourishes the whole country will reap the fruits, as the prosperity of town and country depend upon each other. DECIMAL CURRENCY. In view of the early adoption, by the Government, of a Decimal Currency, we would recommend the Canadian system of fixing the value of the Sovereign at \$48 63 cents, thus with the assimilation of the Nova Scotian currency, on that basis the dollar will be of uniform value throughout British North America, and thereby greatly facilitate business intercourse between the several Provinces. It will be advisable in framing the Bill to make the American Eagle, double eagle and half eagle, also a legal tender, and to annul the old established value of Doubleton generally, and of the other gold coins, and to make Spanish dollars worth about a dollar more than the various South American and Mexican commonly distinguished in the United States as *Patrid* Doubloons. English Silver ought to be made a legal tender at 21 cents for 1s. sterling, the same as in the Dominion, but it should be removed from circulation as soon as practicable, to give place to a coinage of our own, say in 5, 10 and 20 cent pieces, together with an issue of Fractional currency in denominations of 25 and 50 cents respectively, which would more conveniently be adapted to our needs. American Silver ought not to be admitted a legal tender, for it being at a discount both in the United States and Canada it would be imported here at a profit, and become a nuisance. This, however, would not prevent it circulating at its proper value, and no doubt would readily be taken by the public, in preference to the old legal tender. It is hardly necessary to mention that the Spanish Copper Coins now current to the disgrace of the country, and past legislation should be immediately withdrawn and replaced by a convenient sized 1, 2 and 3 cent pieces. It is argued in objection to the proposed currency, that it will require the issue of a large issue, being payable at 1-9th advance on the sterling, the calculations would be much complicated, and cause inconvenience to farmers and others throughout the Island. The new system, however, will simplify, rather than complicate, such calculations for currency, and will, in every respect, be more convenient to all parties. American Silver, as a tender, to Dollars, is the value of 21, and the Union and Summerville Bank Notes in circulation now have it. The Sovereign, a legal tender, at \$48 63-100, the true sterling value of the Dollar will be 13 1/2, and the value of 21, of the Union and Summerville Bank Notes in circulation now have it. The Dollar at 4s. 2d. sterling, is expedient to exchange at 8 per cent premium. The introduction of Decimal Currency will naturally cause some inconvenience at the outset, and will, in fact, require to be accustomed to the change, and learn the relative value that our currency bears to the other. There will also be a little trouble and labor in transferring accounts from pounds, shillings and pence to dollars and cents, but such impediments will soon be gotten over and forgotten, as the advantages and simplicity of the Decimal System becomes apparent.

It is to be hoped that with this change will also be brought about uniform weights and measures, and do away with the old style of selling goods and merchandize by the cwt (112 lbs) instead of the nett 100 lbs, which is so much more easily figured under the Decimal System. LIBERALISM. There have been men in every age of the world who have hated oppression and wrong, and who, some in one way and some in another, have endeavored to ameliorate the condition of the masses of mankind. These have been men of keen discernment, possessing a strong sense of justice, of generous self-sacrificing spirit, and of indomitable courage. Their sympathies have ever been with the weak, and suffering; they never could see cruelty inflicted on the defenceless, and keep silence. They saw abuses and exposed them, and would not rest themselves, or suffer others to rest, until they were abolished. They had no toleration for ancient tyrannies, they entertained no respect for hoary abuses. They felt that it was their mission to right what was wrong in the world, and they did their work not always wisely or well, but fearlessly and perseveringly. Tyrants feared them and hated them, and they were not a ways understood, or appreciated by those whom they were toiling to serve. But they were men strong to suffer as well as to do. They endured the scorn and contumely of the great with fortitude, and the misrepresentation and insult of the lowly with patience and hope. They worked for a great end, and to reach it they sacrificed every thing that men hold dear, the respect of their fellows, honor, wealth, position, and even life itself. They were volunteers in a great army, and they went to battle knowing the danger, and counting the cost. Sometimes they have been victorious, and have received for their reward the tardy plaudits of those for whom they toiled and suffered, and quite as often they have been vanquished in the unequal struggle, and have dedicated all—talents, wealth, fame, and life long labor to the good of their kind, apparently in vain. These have been the world's Liberals, great and humble, and the creed which they professed and practiced, is true Liberalism. Wherever we see a man courageously battling with tyranny, there we recognize a true Liberal. The man who vigorously protests against injustice is a true Liberal. He who advocates the cause of the weak against the strong, and who, when he feels that he is right, will not be put down by the crushing hand of authority, is a true Liberal. The man who contends for justice to all, who is determined to see that in his time and in his country the rights of all classes shall be recognized and respected, is a true Liberal. The man who does not measure the rights of his fellow citizens by their birth, their station, or their numbers, but who as readily renders to the ignoble, the lowly and the few their full due as to the high-born, the great and the many, is a true Liberal. Where ever in society there is a wrong to be righted, an evil to be remedied, an abuse to be swept away, there the true Liberal will be found hard at work. It is to the labors of Liberals that the masses in all free countries, and in countries which are not yet entirely free, are indebted for the freedom they enjoy. These privileges have in different ages, and in many ways, been wrong by determined Liberals, from the strong hand of power. Toryism, or as it is now the fashion to call it Conservatism, has ever held with a most tenacious grip whatever it has possessed, no matter how obtained. Every right which we as free men hold dear, Liberals have had to struggle for, as for life and death. What would Ireland have been to day were it not for the labors and the sacrifices of her Liberals, to whom all honor be paid. Who are they that have labored unceasingly to unravel the chains which in past days bound the unhappy Irish people? Toryism or Conservatism would have held the Irish in degrading servitude to the end of time. It would have kept upon the Statute Book Penal Laws that were a disgrace to the humanity and the civilization of the age. It would have held the people of Ireland in a condition to which Russian Serfdom was comparative dignity and freedom. It would have denied to the Irishman the rights of the most civilized citizen of a free country. It made his religion a pretext for denying him civic rights, and it would have kept him the oppressed slave of a cruel and exacting Landlordry. What have the Liberals of Ireland and of England been fighting for the last hundred years, and what have they gained for its people? They have procured for them the repeal of the cruel and degrading Penal Laws, they have won Catholic Emancipation, they have abolished the tyrannical Church Establishment, and they have enacted a Land Law which is but the first instalment of justice to the really bleeding Tenantry of Old Ireland. We all know that the Tories or Conservatives of the day made a stout resistance to each of these reforms, and they persecuted even to the death many who endeavored, often, it is admitted, by ill-judged means, to advance them. Who does not know that in the days but very lately gone by, it was a reproach and a disgrace among Conservatives to be a friend to Irish Liberty? Who are they who have gained for the English people their privileges which are now dearer to them than life itself? Who are they that have diminished the power of the aristocracy, and increased the influence of the people? To whom are the people of Great Britain indebted for a Reformed Parliament, for Free Trade, for popular Education, for Household Suffrage? And why is the list of English Reforms not greater? The Tory element is strong in England. It has kept the masses in ignorance, and has in a thousand ways impeded the progress of Freedom. In America, too, Toryism would have made slaves of colonists would tax them and wry them with vexatious trade restrictions and tyrannize over them in a thousand ways. It was Liberalism that shook off the yoke of tyranny, and established on this continent a great and a prosperous Republic. It is owing to the spirited and successful resistance of the early American Liberals that we as colonists are permitted to exercise the rights and privileges we enjoy. In our own little Island the name of Liberal ought to be dear to every lover of his country. The Conservatives would have held us under the petty, but galling tyranny of the persecutor, paupered family compact. The Conservatives would have hastened upon the necks of the tillers of the soil the degrading

Yoke of proprietary bondage. They have ever been the supporters and advocates of the proprietors and the enemies and detractors of the tenantry. They fought against Responsible Government; they opposed the extension of the franchise; and they have been either the open enemies, or the lukewarm friends of popular education. The Liberals, on the other hand, have been the persistent enemies of the leasehold system. They have endeavored with might and main to resist the usurpations and exactions of pretended and real landlords. It has ever been their aim to secure to the tillers of the soil the possession of the lands which they have at a great expenditure of labor redeemed from the wilderness, and have been, in sympathy with the people, and have been, in consequence hated by the Conservatives. Why is the name of escheator a reproach and a bye-word on the Island to this day? Is it because it was wrong or unjust that men should be compelled to give up land upon which they had expended so much labor, when they had failed to fulfill the conditions upon which it was improperly and wastefully granted to them? By no means. It is because the Escheators were for the most part humble men contending against a powerful clique who were cunning enough and influential enough to prejudice the minds of the people in their spite of the evidence of labor, which they had been the policy of the Tories of all countries, and of all ages, and the Tories of this Island were true to their instincts. What man of middle age among us does not remember the obloquy that the proprietary Tories heaped upon George Coles and Edward Whelan and their co-workers of the old Liberal party? They were abused and slandered in every possible way. They were persecuted by the Family Compact clique while they were rising into power, and every obstacle was thrown in the way by the Conservatives to prevent the people from enjoying the benefits of their services. In the spite of the same opposition and bitter social persecution of the Tories, won for the people the only victories they have obtained on this Island. They gained for them Responsible Government, thereby obtaining for them an influential voice in the management of their own affairs. They broke up the tenant system, and understood the political influence of landlords, and they diffused among the people the blessings of education. Their successors have ever since found ample employment in carrying out what they initiated, and improving and impairing what they established. The people of this Island, and peoples everywhere have a great debt to Liberals. We know that there are some among us who find a pretext for inconsistency endeavor to cast a reproach upon Liberalism, and to bring the profession of liberal principles into disrepute. They draw a horrible picture of the crimes and the teachings of the lawless and the licentious and endeavor to persuade those whom they address that they are depicting Liberalism in its true lineaments. Nothing can be more unfair or more dishonest than such a course. What good thing is there in this world that has not been abused by misguided and by wicked men? Are we to denounce Christianity and to be blind to its transcendent merits because foolish and bad men have, in all ages, committed crimes in its name, and pleaded its authority for the perpetration of the most pernicious practices and the most indecent extravagances? Are we to rest contented under tyranny and to bear injustice and wrong with slavish and unmanly patience, because history tells us that men in assuming their rights and in fighting for their freedom, have been guilty of deeds of the most atrocious wickedness. No, Christianity is holy and altogether lovely, notwithstanding the evil deeds and the follies of too many of its professors, and liberty is most sweet and most precious though men have sought to achieve it by crime and bloodshed, and have when they obtained it, made it a curse instead of a blessing. So Liberalism is a pure, a noble, a generous creed notwithstanding the faithlessness, the inconsistency, the folly and the wickedness of too many of those who profess to be guided by its teaching. As long as men have been true to its teaching, its generosity, its magnanimity and self-sacrifice are considered virtues, so long will Liberalism and liberalism exist. True Liberalism, we admit, is as different from the practice of some of our Island Politicians, who, in former days professed to be guided by its principles, as one who is led by the other hand, and in no manner, if they can, the high-souled Grattan selling his country for a title, or the lion-hearted O'Connell betraying the cause of his co-religionists for a place in the cabinet.

CROSSING THE STRAITS. FROM ST. JOHN TO CHARLOTTETOWN. II. From Sackville you can now go to Amherst, a distance of about nine miles, on the Intercolonial Railroad. About three hundred persons were returning in the Train from the Concert in Sackville. The Concert did not come up to their ideas of musical excellence as might be easily learned, from their sharp criticisms. The Concert was not all I thought it would be myself, from what I had been led to expect from the reputation of the Sackville Institutions. About thirty young ladies and ten young gentlemen were the performers. A few of them were very pretty and all were elegantly dressed. Some of the young gentlemen, as well as some of their fairer friends, had their hair tastefully curled. That was the chief exhibition of brains that I could observe. Indeed the Concert was a poor affair, so far as music was concerned, although financially it was successful. It was glad to get to Amherst. This town stretches along a marshy plain, upon which the farmers raise a great quantity of hay. There are in Amherst about 1,500 people, five Churches, three Hotels, several Stores, a newspaper office, Railroad Depot, Telegraphic office, Shoe Factory, and those other adjuncts of civilization—a jail and a schoolhouse. There are also some schools which I had not time to visit. Mr. Black, the gentlemanly editor and proprietor of the Amherst Gazette, kindly showed me the prominent places of the locality. He is a gentleman of not only literary, but musical culture, and seems to be quite enthusiastic in promoting the public good. In the Hotel where we "put up"—and we had to put up with extremely cold rooms—were some gentlemen engaged about the Intercolonial Railway, and one could not but observe the keen, sharp business like character of the old Nova Scotian settlers, contrasted with the sleepy, starchy simpletons who came from abroad to "lay out the road." Their style is seen by the order which they frequently give—"Wait-a-minute me, bring me brandy and watah." After tea some old stagers—not in the mail or theatrical line—but in social or political life dropped in, and soon the conversation turned upon poets and general literature. The national predilections of the conversationalists gave Burns the highest place upon the pinnacle of literary fame. This was called in question, whereupon one of the speakers took up a volume of Burns' poems, and read with glowing comments the poem which he said was Burns' masterpiece, and the noblest literary composition in any or all the literature in the world. Was it "The Cotter's Night" or Tam O'Shanter, or "A Man's a Man for a' that"? "The Epistle to a young Friend" was the poem he thought most worthy of admiration. "Can any description of the world be truer than this," he went on. I LANG HA' thought, my youth's' friend, A something to have sent you, And though it should serve you your end, I

But how a kind memento; But how the subject here may gang, Let time an' elance determine; Perhaps it may turn out a sang, Perhaps turn out a sermon. Ye'll try the world's' son, my lad, An' Andrew, dear, believe me, Ye'll find mairkin an' havo' s'p'nd, An' muckle they may give ye; For care an' trouble set your thought, An' when your eul's attained; An' when your views may come to naught, Where ev'ry nerve is strained. P'll no say meo an' willams'; The real, harden'd' wickid, Wm ha'e a wee check but human law, Awa to a few reeked; But, oh! mairkin are moco weak, An' little to be trusted; If self's waverin' balance shake, It's rarely right adjusted. Yet they wha' fa' in fortune's strife, Their fate we should nae cease, For still it's important end of life, Then equally may answer; A man may ha'e an honest heart, The poortith hourly stear him; A man may tak' a neighbor's part, Yet ha'e nae cash to spare him. "Now listen to the good advice and true worldly wisdom in these two stanzas!" Eye fee, all lang' your story tell, When ev' a mack' cony; But still seek something to yourself; Ye scarcely tell to yourself; Conceal yourself as well's ye can; Frae critical dissections; But seek through ev'ry other man, W' sharp'd, ev'ry inspection. The sacred love o' weel plac'd love, Luxuriantly indulge it; But never tempt th' little rove; Th' mousing should divulge it; I wald the quantity o' the sin, The hazard of concealing; But, oh! 't hards, a' within, An' petrifies the feeling! "See the philosophy in this, about getting a certain portion of wealth. Is't it a whole volume, on political economy." To catch dame Fortune's golden smile, Assiduous wait upon her; An' gather gear by ev'ry wile That's justified by honor; Not for to hide it in a hedge, Nor for a train-attendant, But for the glorious privilege O' being independent. "Then there is nothing in all sacred eloquence that shows us the duty and reverence we owe our Divine master better than these noble verses." The fear o' hell, a hangman's whip To haul the wretch in order; But where ye feel your honor grip, Let that ye be your bond; Its slightest weakness, instant pause—Debar a side pretence; An' resolutely keep its laws, Unswearing consequences. The great Creator set to revere; Must never become the creature; But as the preaching should forbear, An' ev' a mack' cony; Ye're w' with wile profane to range, Be complaisance extended; An' Altho' laugh a poor exchange For Duty offended! When ranting round in pleasure's ring, Religion may be blind; Or if she g'e a random sting, It may be little minded; But when on life we're tempt'd driv'n, A conscience bid a cae; A conscience bid a cae; Is sure a noble anchor! "Then see how grandly and affectionately he closes this glorious poem." Adieu! adieu, amiable youth, Your heart can ne'er be wanting! May presence, fortune, an' trash Erect your brow undaunted; In ploughman phrasing, "God send you speed," Till daily to grow wiser; An' may you better rock the rede Than ever did th' adviser! He carried off before hip with his eloquent eulogium on Burns, and not until after the company had sung several Scotch songs, did we break up. THE COST OF NARROW GAUGE RAILROADS. We find by the British Colonist of March 23rd, that the Question of Narrow Gauge Lines of Railroad are being mooted in Nova Scotia. It will be seen from the extract that we give below, that Mr. Otty, Civil Engineer, after having made a survey, estimates the probable cost, at about \$7,369 per mile. This is not much more than what it would cost to macadamize our Roads throughout the Island. After the first outlay for Locomotives, Depots and other expenses attending the commencement of the work, Narrow Gauge Lines can be constructed here for about £2,500 per mile. We believe, that it is only a matter of time, when we will have Railroads spread over every portion of the Province, as it will certainly be our interest to have, if they cost only about the same, as macadamized Roads would cost. (From the British Colonist.) "We welcome with unmingled gratification the strong public opinion which is finding expression in all parts of the country in favor of the construction of Branch Railways. Bad Roads and slow travelling are at once very expensive and annoying. The wear and tear of human life and of horses, carriages, &c., is very much greater than an ordinary road-maker could imagine. Bad Roads are a curse to the country, and much more expensive to the country than Railroads, although the latter should involve largely increased taxation. Our people, east, west, and north, are beginning to understand this, and they will not be contented until the Legislature make an earnest effort to carry out their wishes. "Among the enterprises now before the public and seeking Legislative sanction and aid, is the proposed Narrow Gauge Line from Pugwash to the Spring Hill Coal Mines, crossing the international Line at River Philip. Mr. Otty, C. E., has made a preliminary report upon this line, showing that the probable cost will be \$7,369 per mile, while it cannot exceed \$8,000. The length of the line is 80 miles. The total cost would therefore be, say, \$240,000. "The proposal appears to us a remarkably feasible one. The expense is by no means extravagant, and the prospect of traffic to sustain the line is bright enough to excite to any one who has faith in the future of the noble County of Cumberland. The more railways the better for the Country. Cheaply constructed, economically they will add immensely to our wealth and comfort. The day is past for sneering at railways, or doubting their success. We hope the people of Cumberland will do justice to themselves in connection with this proposal." The second Concert given in the Athenaeum, in aid of the French Relief Fund was musically, fully as good as the first. Some of the solos, especially, were rendered almost faultlessly, and deserved the hearty applause with which they were received. The amount of musical culture shown on Monday evening, was very creditable to all concerned.