

CORRESPONDENCE.

TO THE EDITOR OF THE "EXAMINER."

Dear Sir: With your kind permission, I will devote a little time and attention to a brief review of the letter from an old and experienced fisherman, which appeared in your issue of the 13th inst., "Old Man McDonald," may certainly be a very old man, but I have my doubts regarding his being an experienced fisherman. He might do very well in the good old days, when mackerel were so tame as to let the "Old Man" blind them with "bravo," before catching them with his "lumpsum" jig and line. The fisherman will, I am sure, feel thankful to the "Old Man" for his invaluable information, respecting the whereabouts of the "bravo mackerel." The analogy between the "ficker mackerel" and the Germans is worthy of a Solon. The restrictions placed on American fishermen in the Bay-St. Lawrence, have called down the "Old Man's" ire. The fishery protection is a blunder, he says, as comparatively few, if any are caught inside of the three mile limit. The "off shore" mackerel fishing in this Bay, is generally out on Bradley, and it is well known that this fishing ground is constantly being tried by the fishing fleet, without any good results to late years. On "Old Man," the "bravo mackerel" are not here!

It is also a well known fact, that the general result of the fishing fleet, in the early part of the season, is up the Bay of Chaleurs, off Perce and Bonaventure, on the Gaspé Peninsula, (Lower Canada), Miscou, Shipigan, and Escoumace, (New Brunswick) and generally within the three mile limit. Later in the season, off Entry, Cow Head, Black Land, and Bird Rock (Magdalen Island). Here, as up the Bay of Chaleurs, the mackerel are to be found close to the shore. Also along the south side of the East Point and the whole north side of the Island to North Cape, thence to West Cape. All along this "ground," as a general thing, the best fishing is "in shore." I remember myself last fall in the "Bend of the Island," and even down as far as the "end of the second chapel," the "bravo mackerel" were generally to be had within the marine league; while broad off, twenty or thirty miles, the Gulf was swarmed with tinkers and herrings. Late in the fall, the mackerel generally strike over to the Cape Breton Straits, some times into Antigonish Bay, thence across to Port Hood, Margerie, and along up to Cape St. Lawrence, many a "big deck" of mackerel has been taken at these places late in the fall, considerably inside of the three mile limit. In proof of this, I need only refer to "Old Man McDonald's" letter, wherein he states, that in five weeks he and his chums "filled up" near Margerie Island, while the rest of the fleet that went off on deep water, and in fact, cruised all over the Bay got nothing. This remarkably "big deck" of "thirty seven wash barrels," in which the "Old Man" no doubt, took an active part, was caught some twenty years ago, doubtless on the good old days when "bravo" was so extensively used for bait.

Does "Old McDonald" remember the good old days, when dog fish were so plenty round the East Point, that the fishermen used to carry billets of wood in their boats, in order to bait off this voracious fish? Perhaps the old gentleman would give us a disquisition on dog-fish, in his next. The prohibiting of American fishermen from catching fish inside of the three mile limit is right, and should not be removed without an equivalent on their part. That the "inshore" fishery is valuable, needs no further proof than the daily risks run by the proscribed Americans last summer, as well as the seizures made by the cutters. If further proof were wanted it could be easily given in the fact, that comparatively few of the American fishing fleet came down here at all last summer; they prefer to remain on their own shore, catching trawlers and selling them for \$5 and \$10 per barrel. Those wild-awake Yankee skippers, I am sure, know as much about the preparations of the "bravo mackerel" as "Old Man McDonald" and they also know that in order to make their mackerel fishery profitable, they must be permitted to follow the fishy trail and make their where ever they can, whether it be one mile or twenty miles from the shore, the opinions of the venerable "Old Man," to the contrary notwithstanding. Dear "Old Man," the East Pointers think you made a slight mistake in halting from East Point. They say that it would be to your advantage to state the locality in which your humble bait is cast, so that the Gloucester fishermen will have no trouble in finding you out, as they will, doubtless, call on you next summer and thank you for your information. You had better send your fifty years' experience in fishing to Mr. Butler, to be forwarded to the High Commission at Washington.

Respectfully, Yours,  
East Point, March 21, 1871.

ANOTHER MAC,  
TO THE EDITOR OF THE "EXAMINER."

Sir: In your last issue, you have inserted a communication signed "John Hughes," in which we, John Morris and John Lawson, are accused of acting dishonestly and with undue partiality on a case of insolvency. Fully admitting the right of every man, who conceives himself aggrieved by the judgment of any court, to have his grievance redressed, we most emphatically deny that a censorious letter in a public newspaper is the proper mode of effecting the purpose. Mr. Hughes might have gone to an Attorney and sued out a writ of Certiorari, and had the judgment of the Insolvent Court fully discussed, and argued before the highest tribunal of the land and a decision, either affirming or overruling that of the Insolvent Court, and this would have been the correct mode.

The only question which arose, was respecting a mortgage which had been effected previously to the construction of the debt for which we were imprisoned. Mr. Hughes the detaining creditor insisted that the property was worth more than the principal and interest for what it was mortgaged; but all this was mere opinion. There was no evidence of the mortgage produced, by which the Court could ascertain what were the terms of payment, and in fact, whether there existed, any equity of redemption. Mr. Hughes chose to be his own counsel, and the rule held good "that he had a fool for his client." There was a case somewhat similar to the one in question decided by us some time since. In that case the detaining creditor appeared by his attorney, who produced an assignment duly drawn, and tendered it for execution. The court told the insolvent that it had no power to compel him to execute the deed, but gave him a sufficient reason for his refusal to do that which he was bound in honor and honesty to do; it could not award the allowance. Now had Mr. Hughes, done the same thing—had he come prepared with the assignment duly and legally drawn with proper conditions, and tendered it open court, or adduced proof that it had been tendered in the Jail for execution, he would have stood in a better light. The judgment of the court was strictly legal. The defendant swore that he was possessed of neither real nor personal estate, and this was perfectly true, for an equity of redemption is neither real nor personal estate. In point of law, the mortgage was the property of the mortgagor, and the mortgagee had a claim in equity to have the land restored to him on payment of the principal money and interest thereon. Now, this mortgage was made by the debtor to the creditor, so that the Insolvent Debtor's Court had no jurisdiction. If the court had acceded to Mr. Hughes request to remove the prisoner without the allowance, it would have been equivalent to incarcerating him for the whole term, in his own case, if possible for him, while in prison, to give

The Examiner.  
Charlottetown, April 10, 1871.

THE RAILWAY BILL.

The EXAMINER is again in advance of its Contemporaries in giving important information to the public. Below we publish the full and correct text of one of the most important measures that has ever been enacted in the Legislature of Prince Edward Island. Though pushed through with considerable speed, yet it bears upon it the result of mature consideration. Contrary to general expectation it passed the House of Assembly with a much larger majority—eighteen to eleven—than had been expected. The enthusiasm, the energy and the ability with which the great project—involving as it will the expenditure of nearly \$3,000,000—has been carried through must raise this Island high up in the estimation of the neighboring Provinces and the United States. We are surprised that the Railroad Bill has been so easily won, and perhaps the chief reason is because there is an almost unanimous feeling in favour of the principle of undertaking the building of Railroads, in this Island, some time or other. A good deal of force was certainly in the argument that the whole subject should be more fully ventilated and that the people should be more fully consulted. But if after the majority of the people's representatives satisfied themselves that their constituents were in favour of the measure, and they considered that they were serving the best interests of the Country generally, by passing the Bill at the present time, we do not know that the Country will have much cause to regret. So far as we have information, we believe, that the Members of the House of Assembly have carried out the views of those whom they represent. If they have not, it will be for the people to deal with them as they deem best. We think the Railway movement would not have had as much opposition as it has had, only that owing to the peculiarities of the formation and materials of the Coalition it is not a very popular government, though it may be a strong government. We trust the enthusiastic cheer with which the passage of the Bill was ushered in, were an omen of the good results which the construction of the Railroad will confer not only upon Charlottetown but the whole Island.

FOR THE BILL.  
Pope Howlan, Owen Brocken Munroe Kelly, Duncan, J. A. McDonald, A. C. McDonald, Perry, Cameron, Leffroy, Richards, D. Davies, Moore, Arsenault, MacEachern, Reilly.—18.

AGAINST IT.  
Wightman, B. Davies, Callbeck, McMillan, McLean, McNeill, Sinclair, Beer, Dr. Robertson Howat.—10.

Whereas the construction and maintenance of a line of Railway through this Island would greatly facilitate its trade, develop its resources, enlarge its revenue and open more frequent and easy communication with the neighboring Provinces and the United States,  
Be it therefore enacted by the Lieut. Governor Council and Assembly, as follows:

1. The lines of Railroad hereafter to be constructed under the provisions of this Act, shall be public (Colonial Works) and shall be constructed in such places as the Lieut. Governor in Council shall determine and appoint as best adapted to promote the general interests.

2. The line of Railroad first to be made, shall connect Alberton, or Township No. 4, with Georgetown, touching at Summerside and Charlottetown and so soon as this line shall be completed, the Government are hereby authorized and required to enter into a contract for the extension of the said line of Railway to Souris and Tignish. The said line to Souris to touch at or near to the settlement at the Head of St. Peter's Bay, on the same terms and upon the same conditions as provided by this Act.

3. The Railway to be built under this Act, shall be narrow gauge Railways—three feet six inches wide, with iron rails, not less than thirty-two pounds to the yard.

4. The Lieut. Governor in Council shall have authority to accept of any offer for the construction of the said Railroad, and shall be completed, shall appear to him to be possessed of sufficient skill, experience and resources to carry on the work, and he shall not be bound to accept the lowest offer which may be made, if in the judgment of the Lieut. Governor in Council, the public interests would be served by accepting a higher offer.

5. No contract shall be entered into for the construction of the said Railroad conditioned for the payment of any greater sum than £5000 currency per mile, for the whole distance, including all surveys and locating the line and all suitable stations, station-houses, sidings, turn tables, rolling stock, fences and all the necessary appliances, suitable for a first-class Railroad, and the construction of suitable wharfs at Comsumpe, Summerside, Charlottetown and Georgetown; and it shall be an indispensable condition in the contracts for the construction of the said Railroad, that the contractors accept in payment the public securities of this Island, payable in thirty years from the date thereof with liberty to the Government to redeem the same at any time after the expiration of ten years; the said debentures to bear interest at the rate of six per cent, payable semi-annually; the interest and principal of said debentures to be made payable in London, or this Island, at the option of the contractor, the said debentures to be received by the said contractors at par, without any allowance or discount. It shall also be a condition of the said contract that the entire Railroad shall be built, completed, fully equipped and ready to hand over to the Government within three years from the date of the contract for making the same.

6. After the said line shall have been so completed, the Railway shall be extended to such places as shall be approved of by both Houses of the Legislature, and shall be designated by an Act of this Island or by Resolutions entered upon their Journals.

7. The construction and management of Railways in this Colony, shall be under the charge of three Commissioners, to be appointed by the Lieut. Governor in Council, who shall hold office during pleasure, but not more than one of such Commissioners shall at any time hold a seat in either branch of the Legislature, provided that this Act shall not be construed to authorize the further extension of Railways, unless by concurrence of the Legislature, expressed by Act, or joint resolution.

8. The contract to be entered into, shall be guaranteed by such securities, and containing such provisions for retaining a portion of the contract moneys, to be held as a reserve fund, for such periods of time and on such conditions as may appear necessary for the protection of the public, and securing the due performance of the contract.

The security to be required to be equal in amount to at least one hundred thousand pounds currency, and to consist of such description and kind of security as the Lieut. Governor in Council may deem satisfactory.

9. The Lieut. Governor in Council may appoint a Chief Engineer, to hold office during pleasure, who, under the instructions which he may receive from the Commissioners, shall have the general superintendence of the works, to be constructed under this Act, and whose duty it shall be to measure the work done, and for which payment shall be claimed, to report upon the lines to be selected, the permanency of the works executed, the strength of the rails, the sufficiency of plant and rolling stock, and the faithful fulfilment of the contracts which may be entered into.

10. No money shall be paid to any contractor until the Chief Engineer shall have certified that the work for, or on account of which, the same shall be claimed, has been duly and faithfully executed, nor until such certificate shall have been approved of by the Commissioners.

11. No member of the Legislature shall hold or be appointed to any office of emolument under the Commissioners, or be a contractor, or party to any contract, arising out of the construction, management, or working of the road, or any part thereof.

12. No person holding a place in the Colonial Government, or a seat in the Legislature, shall be deemed to be a contractor, or party to any contract, arising out of any work or engagement in relation to the Railway.

13. The Commissioners or Contractors are authorized to enter upon and take possession of any lands required for the track of the Railways, or for stations, and they shall lay off the same by metes and bounds, and record a description and plan thereof in the office of the Registrar of Deeds and Keeper of Plans for this Island, and the same shall operate as a dedication to the public of such lands. The lands so taken shall not be less than forty feet, nor more than sixty feet in breadth, for the track exclusive of slopes, excavations, and of embankments, except where it may be deemed advisable to alter the line, or level any public or private carriage road, or divert any stream or river, in which case it shall be competent for the Commissioners to take such further quantity as may be found necessary for such purpose; also at each station, a sufficient extent for depot, and other station purposes. Provided always, that, excepting at the termination or junction of the Railway, the quantity so appropriated shall not exceed five acres.

14. The Commissioners, by themselves, and by their servants, and the Contractors, with authority from the Commissioners, may enter, with workmen, carts, carriages, teams, horses, a oxen upon any land, and deposit thereon soil, gravel, gravel, trees, bushes, logs, poles, brushwood, or other materials, found on the line of Railway, or works connected therewith, and for the purpose of surveying and locating the said Railway, and for the purpose of digging up, quarrying, and carrying away earth, stone, gravel, or other material, and cutting down and carrying away trees, bushes, logs, poles and brushwood therefrom, for the making of such Railway, or for the purpose of cutting down trees in the wilderness land which may be liable to fall on said Railway, and are standing within sixty feet thereof, with right on ingress, egress, and egress into and upon the adjoining land, for the purpose of repairing and preventing such accident, and to do such work as may be necessary, but that such works shall be as little injurious to the adjoining land as the nature of the operations will admit of, and shall be executed with all possible dispatch.

15. The Commissioners may make or construct, in, upon, across, under and over, any lands, streets, hills, rivers, brooks, streams or lakes, or other places, such temporary or permanent inclined plane, embankments, cuttings, aqueducts, bridges, roads, passages, conduits, drains, pipelines, or other works, as they may deem necessary, for railway purposes.

16. The Commissioners may alter the course of any river, creek, brook, stream, or water course, and direct or alter, as well temporarily as permanently, the course of such rivers, streams or water, roads, streets, or ways, or raise or sink the level of the same, in order to carry them over, or under, on the bed of, or by the side of the Railway, as they may think proper.

17. The Commissioners shall have power to make conduits, or drains, into, through, over or under any lands adjoining the Railway, for the purpose of carrying water from, or to the Railway.

18. The Lieut. Governor in Council may appoint, not less than five persons to be Appraisers, for ascertaining and settling all disputes and difficulties relative to the payment for lands and materials, or any claim for damages, occasioned by the construction of any railway constructed under the authority of the Board of Railway Commissioners, who will be sworn to the faithful and impartial discharge of their duties, before a Justice of the Peace of any County in this Island who is hereby authorized to administer the said oath and forthwith to transmit a certificate thereof to the Colonial Secretary.

19. Whenever a proprietor claims payment for lands, or damages done thereby by the Commissioners, or any person acting under their authority, the provisions of the 13th, 14th, 15th, 16th and 17th sections of this Act, and he cannot agree with the Commissioners upon the price to be paid therefor, such proprietor or Commissioner, may apply to the Appraisers, who shall after ten days notice, in writing, to the Commissioners, or their Chairman, and such proprietor, his representatives or assigns, examine the site of the said Railway, and land entered upon, and assess the damages. The notice to said proprietor, or his representatives may be such proprietor, or his representative, cannot readily be found be attached to the land.

20. Every claim for damages shall be made in writing and written six months from the entry on the said lands.

21. If any land or property be taken for Railway purposes the property of any body corporate, guardians, committee, executors, administrators, or other trustees, whatsoever, held for or on behalf of those whom they represent, whether corporations, infants, idiots, lunatics, feme covert, persons deceased or beyond the seas, or other person or persons whatsoever, who are or shall be possessed of or interested in the said land or estate. The respective contracts, agreements, or sales of the said corporations, guardians, committees, executors, administrators, or other trustees whatsoever, shall be valid and effectual, in law to all intents and purposes whatsoever, and their respective receipts shall be good and valid releases and discharges therefore, and they shall agree and settle with the said Commissioners for damages, if any, by reason of taking such land or property; in case of disagreement the damages to be settled by the appraisers as is here prescribed in the nineteenth section of this Act.

22. The appraisers in assessing the damages shall take into consideration the benefits likely to accrue to the respective proprietors from the railway running through or near their land, and the damages shall be reduced or extinguished accordingly.

23. The appraisement shall be agreed to and signed by a majority of the appraisers who shall make the appraisement.

24. The appraisers shall transmit the appraisement to the Lieut. Governor in Council, who shall direct payment to be immediately made to the person entitled thereto.

25. The Lieut. Governor in Council shall determine the remuneration to be paid to the appraisers for their service.

26. The contractors for the building of the railroad shall, at their own expense, erect sufficient fences along the line of Railway on both sides thereof, which fences, after the full completion of the Railroad, shall be maintained at the public expense. The fences to be posts with battens or boards, the posts to be cedar or juniper.

27. Certificates of debt to be called debentures, bearing interest at six per cent, payable half yearly at the Treasury of this Island, or at some place, or by some person in London, to be appointed by the Lieut. Governor in Council for that purpose, as may be desired by the contractors, may be issued from time to time as the Railway proceeds.

28. The debentures shall be in the form to be hereafter directed by the Lieut. Governor in Council, with appraisements annexed thereto, they shall be signed by the Lieut. Governor, and certified under his Seal, and countersigned by the Colonial Secretary. They shall be numbered

consecutively, commencing with number one, and shall be issued in such sums not less than £100 sterling, as may be desired by the contractors. The interest on them shall be paid half-yearly at such places as shall be mentioned therein, and the principal of such debentures shall be paid in full at the expiration of 30 years, from the date of their respective issues to the then holders thereof. The Government to be then holders to redeem the same or any part thereof, at any time after the expiration of ten years from the date of such debentures.

29. Subject to the payment of any previously existing Colonial liability and of the Civil List, the faith and credit of the Colony, and the ordinary revenues thereof and the amount of proceeds of any special impost which may hereafter be levied and collected for the purpose of paying off all such Railway debentures and the interest thereon; and the said Railway shall be and are hereby pledged to any and every holder of the same.

30. The Lieut. Governor in Council is hereby authorized to issue Government Debentures for the purpose of raising such sums of money as may be required by the Government for the payment of lands which may be taken for railway purposes under the authority of the Act, or for the payment of compensation for damages done to lands by the cutting down of trees, removal of fences, taking therefrom soil, gravel, or stones, or placing material therefrom; such debentures to be in such form as the Lieut. Governor in Council shall think fit, and to bear interest at any rate not exceeding six per cent per annum, payable semi-annually and redeemable at periods not less than ten or longer than twenty years from the date of issue.

31. The public funds, revenues and securities of this Island shall be pledged and rendered liable for the payment of the debentures to be issued under this Act.

A PEEP AT THE HOUSE BY ONE OF THE GODS IN THE GALLERY.

I AM always delighted to gaze down from the celestial abode of the gods on the gallery upon the terrestrials who battle out their brief days in the arena below. When they make bad ones, how I have to pity, yet tolerate them, but middling ones are my utter detestation. Neither gods, nor men can put up with them, they outrage us. When a member gets up and speaks as if he were a talking machine wound up and warranted to go without stopping exactly twenty minutes, nothing but the hope that when he is run down something worth hearing will be said keeps us from soaring up into some other regions. By the way the gallery has nothing celestial about it, and when the members get excited below it becomes filled with foul exhalations. Nothing but the purest love for one's country, and the most ardent desire to do justice to the patriotic few who guide its destinies could induce any, but the most spirited and the most self-sacrificing of the gods, to remain in such a very badly ventilated place ten minutes. In spite, however, of its numerous discomforts and the weariness which the spirit is obliged to endure there, I, and some kindred beings—wherever any thing of interest is going on—are always to be found in our place. My favorite stand is opposite the Speaker's Chair. The spot is not a very comfortable one, for on a full night a fellow is apt to get squeezed, and crushed and elbowed, and trodden upon by late-arriving idlers—excuse me—divinities; but as it is the only position from which a spectator can survey the whole House—I prefer it to a more convenient, but less commanding station. On Friday night last I was in my accustomed place. Whilst thoughtfully leaning over the railing, and dreamingly surveying the scene before me I was suddenly seized—not by the Sergeant-at-Arms—but with the desire to draw some pen and ink sketches of the situation, for the EXAMINER. The clock is striking 11, a. m. The subject being ventilated is the Railway Question. The fate of the Railway, and with it the Government are hanging in the balance. The Hon. Attorney General has bravely declared that he is ready to stand or fall with the great question, and the hon. member from Georgetown, Roderick Muir, Esq., rises to address the House. Mr. Muir is, as all the world knows, a new member, and new members are the especial study and delight of the gods. Mr. Muir is a gentleman of portly appearance, and dresses in the very latest style. He is in no ways a Beau Brummel, but looks like a man who is on very good terms with himself, and who is not uncharitably disposed towards the rest of the world. His style of oratory, I will not attempt to describe. I leave my readers to judge of its quality by its effects on the audience. It does one good, however, to see how keenly the orator enjoys the good things he is dispensing. His whole manner proved to all that he, at least, is satisfied with himself. An expression of profound self-admiration steals over his intellectual countenance whenever he states a telling argument, or utters a profound truth. A smile of supreme self-satisfaction lights up his features, and a gleam of triumph shoots from his eyes, when he considers that he has silenced, and squelched an opponent. The hearty laugh with which he greets his own jokes is contagious. A general smile, which is here and there broadened into a grin welcomed each of the hon. member's sallies. Even the features of the most saturnine and pre-occupied relaxed into smiles of laughter as the hearty ha ha ha of the orator rang through the House. A son of Vulcan near me—vulgarily known as Bill Smith, who is one of the most impatient and demonstrative of my fellow gods in the gallery, evinced signs of uneasiness at these outbursts, and gave vent to his feelings by muttering savagely, and not inaudibly, a short but very expressive sentence, which I won't repeat here. But Bill is censorious and cynical, and by no means pious. Mr. Muir has no need to care for a houseful of Bill Smiths, for he is not orator and audience all rolled up in himself! The cheerful oratory of the member from Georgetown produced singular and exceedingly disagreeable effects upon hon. members. Let us take a glance round the House. The Hon. S. F. Perry on the extreme right, is leaning on his desk with his hand on his forehead carefully reading a paper—the Examiner—I suppose, as it is the most carefully read paper that comes to the House. He is evidently in a studious mood, and looks as if saying, "at all hazards I will do my duty." Mr. A. C. McDonald, his next neighbor, is stroking his handsome beard, and with a puzzled and bewildered air, it would seem, as if he had been trying to follow the Speaker through the mazes of his argument, and had given up the attempt in despair. The Hon. G. W. Howlan is studiously pointing over a large volume, and is evidently preparing to upset the figures of some Railway opponent. Mr. Richards next him is thoughtfully writing on a piece of paper with his pencil, probably calculating the price

of s'pers, or reckoning the cost of a Branch Line to Fort Hill, Messrs. Brocken and Owen are chatting pleasantly, and seem to enjoy the oratorical flights of their eloquent neighbor. Mr. Henry Beer is writing—he looks thoughtful and pre-occupied. It is, perhaps, considering what will be the result on the Queen's Printer if he votes against the Government. The Hon. Francis Kelly looks tired, and is evidently reflecting upon the inconvenience and impropriety of the House, holding its meetings so far into the night, or upon his chances of making a haul out of the Road appropriations for the benefit of his constituents. Hon. D. Davies is nervously handling a large roll of paper—perhaps the requisition to his constituents to vote for the Railway. His eyes are fixed on the ceiling, and though apparently pleased—yet he seems in a brown study. Mr. J. A. McDonald from Indian River, is reading a note. There is a tender light in his eyes, and a soft joyful smile on his face that tell their own story. That letter is it from a beggar or a dictatorial constituent. He is a modest, handsome looking gentleman, and will, I hope, soon take a leading part in the Debates. Mr. Arsenault is studying the countenance of his rap colleague, and seems to be sympathizing with him, and thinking of the days when a few words scratched on a piece of paper by a fair hand transported him to the seventh heaven of sublimity delight. Mr. Moor is paying the utmost attention to the orator of the occasion, who is his colleague. Mr. Reilly near him is gazing at the Speaker in a doubtful sort of way. I can not make out whether he is admiring him or not. I think I hear him whispering "if speech is silver, silence is golden." Mr. Wightman the portly Leader of the Opposition, is also looking at the orator in a benevolent paternal manner. His smile has a shade of sadness in it, reflecting perhaps upon the causes that carried a portion of the followers of the glorious old Liberal flag over to the camp of Toryism. Mr. Cameron is standing before the stove, his hands behind his back rummaging. His heart is in the Highlands or somewhere else. It is not here, that is evident. May be he is weighing his chances against Mr. Laird, at the next General Election if he votes for the Railroad. Hon. B. Davies regards the Speaker with a fierce, fire-eating look. He moves uneasily in his seat, and looks as if he would like to shy a book at his head. Hon. Mr. Callbeck looks like a suffering martyr, or patience on a monument. Mr. Howat with his hands folded before him, is taking matters easily, and also taking the weight of the Georgetown Representative. Mr. McMillan, he heard supported by his hands under his chin, is looking up at the gods, in a thoughtful sort of way, as much as to say—"Boys what do you think of that now?" Mr. Hooper, Mr. McNeill, and the genial Sergeant-at-Arms are enjoying a quiet gossip. Mr. McLean is one of the very few of the House, who has the rare talent of being a good listener. The expression of his face is rather equivocal. His appearance just now is that of a polite but not very deeply interested hearer. Mr. Leffroy too is paying attention to the wisdom that is coming from the East; but whether he considers it the genuine article, or otherwise this is dependent with not. Hon. Mr. DeCaden is sitting opposite Mr. Leffroy. He does not seem contented, and is casting wrathful glances around at the Speaker. The Hon. Mr. Yeo is the very personification of good nature, and contentment. He smiles benignly on the orator, and encourages him to go on. He may be interested, or he may be amused in what is being said I can't tell. Hon. Mr. Sinclair too is shedding the light of his countenance most benignly on the orator, but I have a suspicion that Mr. Sinclair is somewhat cynical. The Hon. J. C. Pope looks earnest, and careworn. He does not feel sure of victory, that is clear. But he has determination written on his face so legibly that you can not mistake it. He seems to love positiveness, and his party well enough, but he seems to say let them go, if we can not carry the great progressive movement for Railways. Dr. Robertson the Chairman, is fumbling over some papers. He looks very tired, and having a large stock of patience, it does not yet seem exhausted. Just as I had finished my glance over the House, Mr. Muir, amidst great applause sat down, and Vulcan, that is Bill Smith, gave utterance to a violent expletive, after which came the word fools, which so shocked me that I resolved, henceforth, to make my visits "few and far between" amongst the gods in the gallery.

THE UNCERTAIN MEMBERS.

On the Railway Debate, on Friday night, the public did not know up till 12 o'clock at night, how some of the Members would vote. The Government themselves seemed to trust chance, for their success, and we are not sure that they would have any more than a bare majority, until within an hour of the vote been taken. The following pass gems from Edmund Burke is singularly applicable to some of the scenes which were witnessed during the last hours of the Railway Debate.

"They were a race of men (I hope in God the species is extinct) who when they rose in their place, no man living could divine, from any known adherence to parties, to opinions, to principles; from any order or system, their politics; or from any sequel or connection in their ideas, what party they were going to take in any debate. It is astonishing how much this uncertainty, especially at critical times, called the attention of all parties on such men. All eyes were fixed on them, all ears open to hear them; each party gaped, and looked alternately for their voice almost to the end of their speech. While the house hung in this uncertainty, now the HEAR-HIMS rose from this side—now they belowered from the other; and that party to whom they fell at length from their tremulous and dancing balance, always recruited them in a tempest of applause.

THAT IS!

THE SPIRIT OF THE PRESS ON THE PAYING OF THOSE WHO ATTENDED GOVERNMENT CAUCUS LAST SUMMER.

Says the Patriot.—Are you not ashamed of yourselves for putting your hands into the public purse, and ridding it of so much money?  
Says the Herald.—I knew nothing about it. Does it the Patriot wish he could grab it himself?  
Says the Argus.—You had no precedent. I beg your pardon for finding fault with you; but, be good boys, and don't do it again.

Says the Islander.—Mum! Mum!  
Says the Examiner.—The laborer is worthy of his hire. Give the Members more pay, and they won't help themselves to so much stationery.

To Correspondents.

Censor.—We would like to see you before publishing your letter. It would necessarily call out a reply from the person alluded to; and in such a case we would have to publish both sides; and this is a personal matter, very undesirable to us. We will, however, publish your letter over your own signature if you wish.

W. O. N.—Under consideration. There is time enough to "pitch in." Will write you this week.  
A FARMER'S letter on the Railway will appear as soon as we can spare space.  
We have received a letter from the Charlottetown Ferry, from J. B. Gay, Esq., which we will give next week.

Owing to the length of the Railway Bill, published in EXAMINER today, we have been obliged to defer some matters prepared for this day's paper. It is an interesting document, but at the present time, we have no doubt will be more generally read than any Bill ever before published in this Island.

ONSERVER.—We do not understand the allusion to postage stamps, but, we could not decline to publish your letter, as we did not so forget ourselves as to interfere in any one's private affairs.

The Halifax Evening Express has informed us of the unanimous nomination of M. E. Daly, Esq., at a large assemblage of electors as a candidate for the representation of the County of Halifax, in the Local Legislature. We cordially wish Mr. Daly success. And from our knowledge of that gentleman, may confidently say, should the electors of that County require in their representative the qualities of integrity, ability, enlarged and liberal views and firmness of character, they should elect Mr. Daly.

interest that of the whole. You choose a member indeed; but when you have chosen him, he is not a member of Bristol, but he is a member of Parliament. If the local Constitution should have an interest, or should form a hasty opinion evidently opposite to the real good of the rest of the Community, the members of that place ought to be, as far as any other, from any endeavour to give it effect.

THE EASTER BEEVES.

The display of Easter Bees last week, though not so large as on other occasions, was one of the finest ever seen in Charlottetown. The ox feed by Mr. T. Bullman, of Rastico, was a splendid specimen of stall-fed cattle, and was very generally pronounced to be superior to any thing formerly exhibited. The oxen of B. Wright, Esq., were also very fine, as were likewise the oxen owned by the Hon. J. C. Pope. The two year old oxen, fed by Mr. A. McKinley, of North River, deserve special mention. The weight, size, and quality, considering the age were very remarkable. We were shown five of these cattle, prepared for market, by Mr. P. Blake, and we must say that we never saw a finer description of beef in the larger markets of Halifax, St. John or Boston. We were surprised to learn that this splendid Easter Beef only realized from 20 to 25 cents per lb here, whilst in other places a similar quality would bring from 40 to 50 cents. Mr. Blake deserves great credit for his enterprise in getting up such fine stock, and we certainly think some prizes should be awarded as an encouragement. At the Easter Market, besides the display of Mr. Blake, a very creditable show of fat beef was made by Messrs. Wheatly, Comford, Bridges, Burdett and Fowl. We were very scarce, and the only feature deserving special notice were some pigs owned by Mr. William Large, of Little York one of them weighed 72 lbs. We are indebted to the Herald for following weight of the Cattle referred to—

WEIGHT FED BY

Owned by P. Blake.	1702-2 T. Bullman.
1 ox 4 years old,	1775 B. Wright.
1 do 3 years old,	1458
1 cow 4 years old,	1710
1 do 3 years old,	1657 P. Blake.
1 ox 3 years old,	1452
1 heifer 3 years old,	1349
1 do 2 do	1201
1 do 1 do	1304 A. McKinley.
1 ox,	1319
1 do,	1332
Owned by J. Barris.	1167
1 ox 2 years old,	1167 A. McDonald.
1 do do	1155 J. M. Dixon.
1 cow 2 years old,	1029—Geo. Lewis.
1 do do	1027
1 do do	1027 John Barrie.
1 do do	1075
Owned by Mr. Comford,	1420
1 ox do	1420 Wm. Simpson.
1 do do	1420
1 cow do	1420 Wm. Sellers.
1 ox,	1187
1 do	1187 J. Mayhew.
1 do	1040
Owned by Hon. J. C. Pope.	705
1 ox,	705
1 do do	1626 Hon. J. C. Pope
1 cow,	1416
Owned by George Lord,	1012 J. McKinlay
1 ox,	1012
1 cow,	1149 J. McMillan.
1 do	922
Owned by S. Wheatly.	1282—E. Mullin
1 ox do	1282
1 cow do	1182 J. L. Longworth
1 do do	925
Owned by R. Bridges	1432—B. Hoelmer
1 cow do	1432—J. W. Hoffman
Owned by Joseph McKay	1162 J. Jos. McKay.
1 cow do	1025

THE UNCERTAIN MEMBERS.

On the Railway Debate, on Friday night, the public did not know up till 12 o'clock at night, how some of the Members would vote. The Government themselves seemed to trust chance, for their success, and we are not sure that they would have any more than a bare majority, until within an hour of the vote been taken. The following pass gems from Edmund Burke is singularly applicable to some of the scenes which were witnessed during the last hours of the Railway Debate.

"They were a race of men (I hope in God the species is extinct) who when they rose in their place, no man living could divine, from any known adherence to parties, to opinions, to principles; from any order or system, their politics; or from any sequel or connection in their ideas, what party they were going to take in any debate. It is astonishing how much