The Examiner.

A WEEKLY JOURNAL OF POLITICS, LITERATURE AND NEWS.

"This is true Liberty, when Freeborn Men, having to advise the Public, may speak free.'---Euripides.

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ALMANAC FOR MARCH.

MOON'S CHANGES.

Full Moon, 6th day, 11h. 27m even., S.
Last Quarter, 13th day, 6h. 7m. even., N.
New Moon, 50th day, 11h. 48m. even., N.
First Quarter, 29th day, 2h. 32m., morn., N. W.

D M	DAY WEEK	SUN rises	SUN sets	Sun slow clock	Moon S ts	High Water	Day's length
		h m	h m	m m	h m	h m	h m
1	Wed	43	5 43	12 36	2 6	5 45	10 59
2	Thur	41	45	12 24	3 59	6 4	11 2
3	Frid	39	46	12 11	4 48	7 42	5
4	Sat	37	48	11 58	5 38	8 42	9
5	Sun	36	49	11 44	6 8	9 37	10 12
6	Mon	34	50	11 30	rises	10 27	15
7	Tues	32	51	11 16	6 37	11 15	18
8	Wed	31	52	11 1	7 52	11 57	21
9	Thur	30	53	10 46	9 9	even	24
10	Frid	28	54	10 30	10 22	1 23	26
11	Sat	26	55	10 14	11 8	2 8	30
12	Sun	23	57	0 58	Morn	2 54	1 34
13	Mon	19	58	9 42	0 52	3 49	39
14	Tues	17	59	9 25	2 4	4 48	42
15	Wed	15	6 1	9 8	3 6	5 57	46
16	Thur	14	2	8 51	4 2	7 8	48
17	Frid	13	3	8 33	4 50	8 16	50
18	Sat	11	4	8 15	5 18	9 16	53
19	Sun	9	5	7 58	5 51	10 8	1 56
20	Mon	9	5	7 40	sets	10 55	59
21	Tues	5	7	7 22	6 51	11 34	12 2
22	Wed	3	8	7 4	7 53	Morn	5
23	Thur	1	9	6 46	8 55	0 10	8
24	Frid	5 59	11	6 28	9 49	0 47	11
25	Sat	58	12	6 9	11 1	1 25	14
26	Sun	56	13	5 51	11 59	2 4	1 21
27	Mon	54	15	5 32	Morn	2 43	21
28	Tues	52	16	5 14	0 57	3 26	24
29	Wed	60	17	4 55	1 52	4 13	27
30	Thur	48	19	4 37	2 42	5 8	31
31	Fri	45	21	4 19	3 26	6 8	35

H. HASZARD,
Commission Merchant,
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AND
AUCTIONEER
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N. B.—Orders from abroad, and the country will receive prompt attention.
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PHYSICIAN & SURGEON,
OFFICE IN
DesBrisay's Block
(*next Apothecarie's Hall,*)
QUEEN STREET,
RESIDENCE.—North American Hotel.
Charlottetown, Aug 3, 1870.

MR. A. SMYTHE,
PROFESSOR OF MUSIC,
Has Removed his Academy to Water St.,
(Opposite the late Telegraph Office.)
Pianoforte and Melodeon Tuning punctually attended to.
July 25, 1870. 1y

CARVELL BROTHERS,
AUCTIONEERS,
Commission Merchants,
AND
GENERAL AGENTS,
BANK BUILDING, QUEEN STREET,
Charlottetown, P. E. Island

A. McNEILL,
Reading Room Proprietor
COMMISSION MERCHANT
AND
AUCTIONEER.
CHARLOTTETOWN.
March 21, 1870. 1 yr

SETH D. SHAW,
Attorney-At-Law, &c.
OFFICE—Corner of Great George and Dorchester Streets
Opposite City Hotel. Formerly occupied as a Law Office by Charles Palmer, Esq., and recently by H. J. Cundall, Esq.
Charlottetown, - - - P. E. I.
May 31, 1869. tf

WILLIAM DODD,
Commission Merchant and AUCTIONEER,
QUEEN SQUARE,
CHARLOTTETOWN, P. E. ISLAND

A. HERMANS,
Bell-Hanger, Gun and Tin-Smith,
Dorchester Street,
(Next to "Examiner" Office.)

BEGS to return his thanks to the general public for the liberal patronage extended to him since his commencement in business, and asks for a continuance of the same. He keeps constanty on hand

A neat Assortment of
TINWARE, KITCHEN UTENSILS
&c., &c., &c.

ALL ORDERS in the above BUSINESS will be punctually attended to.
Having lately made large purchases in the Cheapest Markets, intended for House Builders, such as

Gas Fitting, Water Closets,
Bell Fittings, &., &c.,

I am prepared to SELL THEM at RATES AS LOW AS CAN BE HAD IN THE CITY, and will fit them up in a good workmanlike style
To a generous public, I would say, that all Orders in THIS BRANCH OF MY BUSINESS will be attended to with Despatch
A LOT OF First Class WATER COOLERS on hand.

SAYER'S CRYSTAL BLUE,
Sold Cheaper than ever.
July 12, 1869

Miscellany.

THE BEAUTIFUL SNOW.

A SONG FOR WINTER.

Oh! ho! ho! ho! the snow! the snow!
The beautiful, beautiful, snow,
From the mountain-side its footsteps glide
And cover the valley below.

Chorus.

Oh! ho! Oh! ho!
The beautiful, beautiful snow!
Oh! ho! Oh! ho!
The beautiful, beautiful snow!

Oh! ho! Oh! ho! the snow! the snow!
As it falls so soft and light,
It weaves a wreath for grove and heath,
Of pure, unspotted white.

Chorus.

Oh! ho! Oh! ho! the snow! the snow!
What pleasure it brings in its train:
The whirling sleigh and the bells so gay,
That echo across the plain.

AFFAIRS IN NEWFOUNDLAND.

From St. John's Telegraph.

The completed Census, an abstract of which appeared some time ago, has just come to hand, and from it some interesting particulars may be gleaned. The total population of the Island is 146,536. Of these 37,259 are returned as engaged in catching and curing fish; 20,647 are able-bodied seamen engaged as fishermen; 1,784 are farmers and 2,019 are mechanics and handicraftsmen The clergy of all denominations number 97; lawyers 24; doctors 42. There are 391 persons engaged in lumbering, and 462 in mining. The number of inhabited houses is 23,177. The number of children attending school is 16,249; not attending school 28,843. The Church of England has 81 places of worship; the Church of Rome has 59; the Wesleyan Church 42. The number of Protestants is 85,504; of Catholics 61,070; showing a Protestant majority of 24,434. The Church of England numbers 55,184 adherents; Wesleyans 28,990. There are 88 persons deaf and dumb, and 117 lunatics The number of males is 68 904; of females 64,704; so that we require 4,200 females to balance the sexes. The number of widows is 4,186; of orphans 2,400—returns which remind one of the perils to be encountered by our hardy fishermen. Of the whole population 136,387 were born in Newfoundland; 2,753 in England; 4,377 in Ireland; 365 in Scotland; 2,38[illegible] in British Colonies, and 257 in foreign and other countries. The quantity of codfish cured in 1870 is given as 1,087 871 qumtals (exclusive of Labrador); quantity of seals taken 333,056; herring cured 97,035 barrels. The number of oxen is 7 275; of milch cows 6 446; horses 3 764; sheep 23,044; swine 19,081; goats 6,417. The number of acres of cultivated land is 41,715; of tons of hay 20,458; bushels of wheat and barley 747; bushels oats 11,150; barrels of potatoes 308,357; barrels of turnips 17 100; barrels of other root crops 8,857; quantity of butter manufactured 162,508 lbs. The number of vessels engaged in the fisheries is 47,413. Total value of manufactures £3,380. There are 1,419 males and 1,022 females above the age of 70; and 5,462 males and 4,931 females between 50 and 70 years of age.

PARAGRAMS.

An American widow with one little girl 3 years old, advertises in an Eastern paper for a situation to do general house work, cook, or teach music. What a sad history that appeal hints at.

Two young girls near Fon du Lac, Wis., neither of them over 20 years of age, have for the last six years managed a farm of 100 acres, thereby supporting their father and mother, both of whom are constantly *drunk*.

A young man in Middlebury, Md., whose store had been robbed, nicely fixed a spring gun for the benefit of the burglars, should they return; but, unhappily, meeting an old customer on his way home, who wished to get something from the store, he went back and thoughtlessly opened the door. He died the next morning.

When the Rev. R. H Barham, the author of the *Ingoldsby Legends*, was at college, his tutor reprimanded him for his constant absence from morning chapel. Barham urged as his excuse that the hour was too late for him. "Too late?" "Yes sir," repeated Barham; "I cannot sit up till seven o'clock in the morning. I am a man of regular habits, and unless I go to bed by four or five at latest, I am really fit for nothing next day."

Hawthorne dined one day with Longfellow, and brought with him a friend from Salem. After dinner the friend said: "I have been trying to pursuade Hawthorne to write a story, passed upon a legend of Acadie, and still current there; the legend of a girl who in the dispersion of the Acadians was separated from her lover, and passed her life in waiting and seeking for him, and only found him dying in a hospital, when both were old." Longfellow wondered that this legend did not strike the fancy of Hawthorne, and said to him. "If you have really made up your mind not to use it for a story, you will give it to me for a poem?" To this Hawthorne assented, and moreover promised not to treat the subject in prose till Longfellow had seen what he could do with it in verse. And so we have "Evangeline" in beautiful hexameters—a pome that will hold its place in literature while true affection lasts. Hawthorne rejoiced in the great success of Longfellow, and loved to count up the editions, both foreign and American, of this now world renowned poem.

CORRESPONDENCE.

(Written for the "Examiner")

A WINTER TRIP.

One cold winter's evening, a few weeks ago, found the writer one of a group of passengers standing on the deck of the Steamer *City of Halifax*, in St. John's, Newfoundland, *coldly* viewing the motley crowd on the wharf as she moved from her birth to proceed to Halifax. The appearance of the weather during the day foretold storm, and gave rise to uncomfortable anticipations; but shortly after she started the gloom which had overspread the heavens disappeared, leaving them beautifully clear and indicative of settled weather, to the great relief of those of my fellow passengers who were not used to the sea. The night, however, was intensely frosty, and we were compelled to go below at an early hour to seek the comforts which a well heated and well furnished saloon afforded, cheered by the prospect of being favored in this winter trip with fine weather There were about forty passengers, some of them business men and sea men returning to P. E. Island; some, travelling agents, and others on their way to the States; others, ship-wrecked sea-men going to their homes in Canada, and amongst the number were a newly married couple, natives of St. John's, who deserve special mention. The bridegroom, of fine manly appearance, had shortly before returned after a sojourn of several years, from California and married this young lady, very amiable apparently, to whom he had been engaged before he left St. John's, and now the happy couple are on their way to a home in San Francisco, hewn out by the energies of this brawny Newfoundlander. Many of the passengers were sociable and intelligent, and their well-told narratives and anecdotes, together with good natured discussions materially assisted to relieve the tedium and monotony of the passage. There were few of those attractions which tourists love to dwell on. Even under the most favorable circumstances the portions of the coast we passed, the vicinity of Cape Race and the Nova Scotia shore from Canso to Halifax do not present fascinating scenery, and in winter, as may be supposed, are particularly dreary. The weather was *not boisterous*, yet the passage was not a pleasant one, and a general feeling of relief and satisfaction was felt when, on the fourth day after our departure, we leaped on the wharf at Halifax. I may say before parting with the *City of Halifax*, that she is a strong and able sea boat, built expressly for this route, but a provokingly slow sailer; that her commander, a plain, hard faced looking person, and his officers, spruce looking chaps, are all suavity and sociability, and that her accommodations are good with this exception that her saloons are imperfectly lighted at night. I cannot but condemn the practice of gambling which I noticed absorbed considerable interest, and in which the Captain joined with a spirit. A game for passtime may be right, but playing for large stakes I entirely disapprove.

On landing our baggage we were beset by a host of noisy cab-men requesting to be employed. I engaged the least clamorous of them, for I detest importunity, and was taken at a merry rate to the Halifax Hotel. The first thing I did on entering was to write my name in full in a large book to which I was motioned, and then to look and wonder at the display and magnificence by which I was surrounded. I was lost in astonishment, for I had no idea what like place I was going to, and moreover, lost my way completely in a futile attempt to retrace the various flights of stairs and many passages through which I was conducted to my room. By assistance, however, I found myself at length in a lower apartment amongst a crowd of dandies who were dressed to kill, sporting cigars, canes, jewelry, &c. Fancy yourself in my position, gentle reader, rather plainly dressed, and the eyes of the company upon you. Slight stains and defects in toilet that would not be noticed at other times, were painfully magnified when, with furtive glances, I contrasted my habiliments with those of my stylish companions. To say that I was embarrassed is only a portion of the truth. I spent the night otherwise than comfortably, and left next morning at an early hour to meet the morning train to Truro, fully determined never more to enter a first class hotel without a glossy beaver, shining shoddy, a spotless dickey, and all the etceteras which constitute the dandy. A drive of two miles in a street car for the moderate sum of seven cents took me to the railway depot, situated at the northern limits of the City, where the iron-horse stood snorting and puffing as if impatient to be off. Amidst a scene of hurry and bustle I answered to the cry of "all aboard," and had the pleasantest ride imaginable to Town, sixty miles. From Halifax to Truro I went in three hours, warm and comfortable, with a cushioned seat to sit or lie on, and all for the moderate fare of one dollar and three quarters; from Truro to Amherst, the same distance, mind you, I was fifteen hours on a rough road in a stage carriage, crowded with passengers, almost frozen to death, fare six dollars, *including* meals. I mention these facts to illustrate the advantages of railroads over common roads, and they may serve as a sound argument in favor of a railway in this Island. I cannot say that I think much of the parts of Nova Scotia through which I travelled, excepting Truro and Amherst, and the surrounding districts, which seem to be in a flourishing condition. As for the remainder of the route the land is rugged, broken and barren, for the most part, and thinly settled. Truro is a handsome and thriving inland town; Amherst is a snug village, and has extensive interval meadows in its vicinity. From this village it is forty miles to Cape Tormeatine, which I reached in the afternoon of the second day, after leaving Halifax. There being no ice boat crossing to the Island that day, I put up at Tom Allin's, so well known to winter travellers across the Straits. Tom is a unique character, and does his utmost to make his guests comfortable. He is an ardent advocate of Railroads and Confederation. It is really amusing to hear him hold forth on these subjects. As crossing the Straits had all along loomed up as the great difficulty, it was with a certain degree of anxiety I stepped on the ice and yolked my self, with several others, in the ice boat. This is a light barge on fleet shod runners, capable of carrying ten or twelve men, and supplied with straps on either side, for hauling her. Few difficulties are as hard to overcome as they appear at first. So it is with crossing the Straits in winter. We crossed in three hours, with no other effect than to sharpen our appetite for the good things that were set before us, on our arrival at Mr. Muttart's, Cape Traverse. It is more exciting than fatiguing, partakes more of the character of sport, than labor. The presence of numerous companions, the novelty of the position, the variety in the work to be done; now hauling the boat on solid ice; now working her through "lully" or sheet ice, getting a foot in occasionally; now rowing across smooth lakes of water, render the crossing more exhilarating than otherwise. At least this is my experience.

In travelling through that splendid tract of country, between Cape Traverse and Charlottetown, I could not help remarking with pride, the broad fields, huge mudpillars, large barns, and comfortable looking premises, that met the eye, all along. After leaving Newfoundland, where the bulk of the population are in indigent circumstances, depending upon a precarious fishery for subsistence, and from what I have seen of other lands, I am forced to the belief, that in none of the provinces can be found such general comfort and independence as in P. E. Island. If rich men are not numerous, it is a gratification to know that the really needy are also few and far between; and if we only had the railroad, the cash instead of the credit system, a thorough system of farming, and some other slight reforms, this Island would be the finest spot under the sun.

Ch'town, March 17th, 1871.

I. G.

P. S. I would crave the kind readers indulgence for any defects that may appear in the composition, of the foregoing. A closer intimacy, latterly, with tarry ropes, than the framing, and marshalling of sentences, had left me doubtful on nice points of style and grammatical construction. I make this avowal that I may be spared the torture of being hauled over the coals, by those confounded critics, country school masters, for murdering the Queen's English.

I. G.

The Examiner.

Charlottetown, March 27, 1871.

CROSSING THE STRAITS.

FROM ST. JOHN TO CHARLOTTETOWN.

I.

MANY Islanders, and not a few "outside barbarians," have an instinctive dread of crossing the Straits, from Cape Tormentine to Cape Traverse, in the winter season. They recall, perhaps, the memory of the terrible sufferings of the young men who so sadly perished in attempting to cross, some years ago; or of the hair-breadth adventures of others, who got over at a perilous risk of their lives, or, to use a popular phrase—"at the very skin of their teeth." Generally, those who have to go over magnify their danger, and when they do succeed, they draw the long bow pretty freely, to show how greatly they are endewed with some of the qualities of the heroic. The Island Government contribute above twenty pounds each week, during this season, to keep up Mail and Telegraphic communication betwixt the Island and the main land. It appears to me that some better and safer means of conveying passengers and the mails, across the Straits, might be found, instead of in open boat on runners, which is now used. The Legislature ought to offer a small sum to the inventor of a boat or machine, impelled by steam, which would successfully carry the mails and passengers to and from the main land, during the months of winter. On my way, I had conversations with several experienced persons on this subject, and came to the conclusion that a boat might be constructed, with wheels, runners, and sampson posts, which would meet all the obstacles one has to contend with in crossing—the greater part of the time. Nothing, however, answers so well as a small, open boat to get through the broken ice, especially when it is moving rapidly. It is the opinion of Messrs. Muttart and Irving, who are very skilful in the management of the boats, and who have had a long experience in crossing, that some better, speedier, and safer mode of conveyance could be devised than the one used at present. At a period when speedy and comfortable means of travelling are engaging the mind of the public, this suggestion of mine, I hope, will not be regarded as being out of place. The amount for the invention need not be paid until the inventor showed, by a year's trial, or longer, that his invention was of practical utility.

In stepping from the coach to the Railroad Depot, I had the good fortune to learn, that a gentleman, whose avoirdupois was considerably more important than mine, was also on his way to the Island. Misery yon know likes company, and besides I thought if he could get over safely, I would surely not make an undesired acquaintance with the waters in the gulf, at least in an uncongealed state. Aboard of the cars I met a gentleman who had built part of the Shediac Line, upon which we were travelling. He gave quite an account of its history. The people were so much opposed to its building at first, that on several times they threatened to pull up the rails. They found, however, in a short time, that it was indispensable, and that it was of immense advantage, in giving them a speedy and cheap means of sending their produce to St. John, where they got high cash prices. In a few years the monopoly enjoyed by a few traders became broken up, and the credit system, with its 50 to 100 per cent. profits, had to give way to the cash system. He was surprised that Prince Edward Island, had not undertaken to build a Railroad long since. But my friend was of the old school of Railway builders, He had no faith in narrow gauges. The 4 feet 8½ inches was the happy mean for Railways. No great engineers like Brunel, had spoken in favor of narrow gauges, he believed therefore, that they were impracticable, in fact a humbug. He used a great many arguments, and gave several illustrations to shew the truth of his theory, and I was almost convinced that he was correct. Subsequently I found that the narrow gauges had been tried in India, and other countries, and that they have proved successful. I left my friend at Moncton, and got as far as Sackville about 5 o'clock. A Concert was held this evening in the Sackville Academy, the most remarkable feature of which was the attendance of about 300 Nova Scotians, who came nine miles: Another proof of the advantage of Railways, you'll say. Yes! Here was Nova Scotia coming over *en masse*, as it were, to New Brunswick, to aid the cause of Education, for the proceeds of the Concert were for the purpose of procuring suitable heating apparatus for the Female Academy. Whilst here I was indebted to Mr. Milner, Editor of the Chignecto *Post*, —a young gentleman of good ability and much enterprise — for many courtesies. Got to Amherst same night, and spent a pleasant evening there, of which more anon.

ITHURIEL.

DEBATES
OF THE
HOUSE OF ASSEMBLY.

(*Continued from last week's Extra.*)

Hon. LEADER OF THE GOVERNMENT.—Yes, and it would be creditable to you to come over, and my hon. friend the Atty. General will receive him with open arms. I am glad that the necessity of the building mentioned in the paragraph before us is generally admitted, and consequently no discussion is necessary to justify its insertion in the address. In reference to the log-rolling system suggested by the hon. member, to be effected by the union of the members from King's and Prince Counties, I can assure him that the ranks of the ex-Government are too strongly fortified to afford him much ground for hope from that source.

Mr. McMILLAN.—I can tell the hon. Leader of the Government that I did endeavor to obtain an increase of salary for the teacher at Summerside, Mr. Hodgson, and tried to settle the Land Question. As I said before, I am, and have been, willing as any one to settle the Land Question. I have no wish to break up the Government. As to speaking to the hon. Atty. General on the subject of the leadership of the Liberal party, I felt and still feel a great respect for that gentleman, but the then leader and other members of the party, were trying to keep me out of this House—and the hon. Leader of the Government in.

Hon. ATTY. GENERAL.—Mr. Chairman, it is right that I should state that no overtures of the nature referred to, were made to me last year, directly or indirectly. I heard some rumors to the effect that some such proposals as those alluded to, were to be made to me, but nothing but mere rumors reached my ears, and whether they had any foundation in fact, I know not. Had a definite proposition been made to me, I should have declined it. No member of the late Government approached me on the subject, and as to what conversation may have taken place between the hon. member from Summerside (Mr. McMillan) and myself, as at the time I considered it as of a strictly private nature, I have regarded it as such ever since. Had the matter come before me in a more tangible shape, I should not have accepted the offer, as I had no experience as the leader of a political party, the duties of which are of so onerous a nature that I have often wondered that Hersley, Haythorn, and my hon. friend Mr. Pope and others, were willing to assume them. Why the Education Question has been brought up in this discussion I cannot imagine. It has been understood that the principle of the Education Bill was to remain unchanged for the next four years. I am unacquainted with the state of schools in Summerside, but I must say that 140, or 120 children should not be shut up in one school; such numbers are altogether too great for the proper attention of any one teacher, and serious injury to health must be the result. Twenty-five or thirty pupils are as many as any one instructor can do justice to. With reference to the difference between the remuneration of teachers in Charlottetown and those in Summerside, I will call the attention of the hon. member to the fact that the local assessment for schools in Charlottetown, realized last year no less a sum than £575. I regret that I have to believe that the Charlottetown common schoolhouses are inferior to those in many parts of the Island, but the crowding of children in the Summerside schools could be obviated by the construction, by those interested, of additional buildings. The Question of Education had better remain undisturbed for the next four years. I have pledged myself to do nothing to disturb it during that period—to that pledge I intend to adhere. If hon. members are afraid that the pledge will not be kept, let them assign their reasons for sounding the tocsin of alarm. Ere I would violate that pledge, I would leave the Government. When the basis of reconstruction of the Government was submitted to us by the Catholic section of the late Liberal party, no reasonable man could have objected to the platform offered to us. Some parties may have been disappointed that we did not refuse to unite on the terms proposed, but, sir, could we allow it to be said of us. "Here is a platform which postpones the agitation of the two great questions on which the people of the Island are divided into opposing parties of a more than ordinary antagonism." Had we declined to coalesce, we might, and would, be justly charged with bigotry. Why should creed be recognized under the circumstances in which we were placed previous to the formation of the present Government? Had not the Conservative party acted as they did, the country would have been agitated by all the acrimony of a politico-religious struggle, and rather than see that, I would have joined the Government if it had not lasted three weeks.

Hon. Mr. SINCLAIR.—As to the schools at Summerside, to which reference has been made, I recollect that, on application to the late Government, the Board of Education allowed a separate school to be kept in the upper story of the new building in the eastern division of the town, as it was considered a cheaper method than by necessitating the construction of another schoolhouse. No man can doubt that the salaries of the teachers there are entirely too small. It was intended by the late Government to have increased those salaries, as the cost of living is as high there as in any other part of the Island, with the exception, perhaps, of Charlottetown. The late Government purchased all the proprietary lands they could get. They acquired one estate a year. I hope the present Government will act in the same way; and I can tell them that, unless they do so, the people will look after them. As to the paragraph before the Committee, I approve of it. The new public building is much required, and the sooner it is furnished and occupied the better. H.

The eleventh paragraph being read.

Hon. LEADER OF THE GOVERNMENT said he thought the Committee would cheerfully support the paragraph read. As the law stood with regard to that very useful institution, small deposits could not, and had not, been received for the last six weeks, as the maximum sum had been received. No loss could be sustained by increasing the amount allowed to be received, as the Government was then paying six per cent for money, while but five per cent was paid on deposits in the Savings Bank. The institution was not at first intended for the droppings of the prosperous and wealthier portion of the community, but, as capital seemed to be abundant, while profitable investments were so few, many deposited large sums there, who it was not anticipated would have done so, and many more thousand pounds were waiting investment, if the law allowed the amount received in that institution to be increased. Doing so would not add to the cost of working the Bank and therefore he thought the law should be amended by increasing the amount to £100,000.

Mr. McMILLAN was pleased to hear of the success which had attended that institution, but thought that branches should be extended to Prince and Kings counties.

Hon. ATTY. GENERAL would wish to be certain first that money granted for this town would be wisely used. He knew that a sum had been granted for the purchase of a public square, and afterwards read that a piece of ground in a swamp had been secured.

Mr. McMILLAN said that about half an acre of the ground purchased, was of that description, but, a gentleman who had had an experience in such matters, which qualified him to give an opinion, said that the ground selected was quite suitable, and that the soft piece would do for being set out with ornamental trees.

Mr. LEFURGY said that two wrongs never made a right, and thought his learned friend the (Hon. Atty. General) took a wrong way to get out of a difficulty in replying to his hon. colleague as he had. As the citizens of Charlottetown were praying for an improvement or alteration in the Act, he (Mr. L.) thought it a suitable time to have the claims of Summerside brought to the notice of the Government. He (Mr L.) had intended doing so in that particular, but his hon. colleague was so sharp that he took the wind out of his sails. With respect to the piece of ground purchased, he considered the selection unsuitable, and before making it, thought that some of the leading men of the town should have been consulted. The paragraph was then agreed to.

Twelfth paragraph.

Hon. LEADER OF THE GOVERNMENT had been told that for the last twelve months, no appeals had been heard in the superior court in Prince County, and unless the term was extended, there was no probability of there being any during the next term. They had then a good staff of judges, and his opinion was that the time should be extended so as to allow the business of the country to be properly attended to. It was a serious matter for suitors to attend court, at considerable expense, and after remaining four or five days, to have to go home without having their cases decided.

Hon. Mr. WIGHTMAN sustained the opinions expressed, and would support such an alteration as would meet the necessities of the case.

Hon. ATTY. GENERAL said the question was one which required a good deal of attention, as it affected the profession as well as the public at large.

Hon. D. DAVIES would like to know if the Government intended, in connection with the extension of the terms of the supreme court, to introduce any law reforms? The absolute forms then in use ought, in his opinion, to be abolished, and an alteration effected, which would exclude the use of the absurd fictions of Richard Doe, &c. A plain statement of the leading features of a case was all they required in England, and no more should be asked for in this Island.

Hon. ATTY. GENERAL said the question was put to him so unexpectedly that he was not prepared to give a definite answer, but fully agreed with what had been said by his hon. colleague. It was the old practice that was in practice in their courts, nor would he hesitate to say that many of its requirements were absurd, and as hard upon the profession as suitors. As an instance in point, he might say that the declaration on a policy of insurance, which had been put in some time ago, covered some sixty or seventy pages of foolscap. It was time the modern practice was introduced, and hoped it might during the next session. A Committee, which should belong to the profession, should be appointed to consider the question during the recess.

Hon. Mr. KELLY was glad to hear the statements of the learned Atty. General, and regretted that such a necessary reform could not be introduced at once. He knew of lengthy declarations having had to be filed on so simple a document as a note of hand, when all that was really necessary might have been written in six or seven lines. With regard to the extension of the time for the terms of the supreme court, he concurred with the statements of the Hon. Leader of the Government, and would merely say that if a bill should be brought forward during the next session, he hoped it would contain a proper scale of fees. He (Hon. Mr. Kelly) brought in a bill during the last session having reference to that matter, but when it was sent up to the council, that body struck out eight or nine paragraphs, which destroyed it altogether.

Hon. LEADER OF THE GOVERNMENT feared that the hon. member for Charlottetown had taken the wind completely out of the sails of the hon. member for Fort Augustus, who had always evinced so much interest in such matters. He, however, believed the time had arrived when the question should be attended to, but thought it would be impossible to give proper attention to it then, but fully concurred in the opinion of the learned Atty. General that a Committee should be appointed to give attention to the matter during the recess, and the city members should form that Committee.

Mr. McLEAN considered that some alteration should be made in the act regulating the insolvent debtor's court, which be regarded as a place where men, as the law then was, had a chance for swindling on a wholesale scale.

Hon. LEADER OF THE GOVERNMENT said it was the intention of the Government to amend that act.

Twelfth paragraph.

Mr. HOOPER said that as he saw something in the clause read, which referred to the deepening of the Morell River, by means of a dredging machine; he would remark, that some years ago, a petition had been before the House for the deepening of the mouth of the North River, which had been respectfully signed, but did not know what action was intended to be taken respecting it. The inspector of public works had examined the place, but he (Mr. H.) has not heard what report he made. Dingwell's wharf, at the head of St. Peter's Bay, had been, three years ago, carried away by a storm. The people petitioned at the time to have it rebuilt, but he (Mr. H.) did not know why the prayer of that petition had not been complied with. He hoped the present Government would not overlook a work so much required in that part of the country. A breakwater at St. Peter's Bay was becoming a public necessity. The one on the eastern side of the harbor had done a good work, but its extension threw the water with greater force against the west bank, and washed away the sand from a rocky bottom, but if the course of the water was altered, it would considerably deepen the water in the channel. He thought they were also entitled to have a packet to ply from Charlottetown to St. Peter's Bay. Until last year, he had not been of the opinion that one was required, but as there were two vessels which had made six trips last year, it was found to be so great a convenience that he hoped encouragement would be given, sufficient to induce one of them to sail regularly, which either of them would do if properly encouraged.

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