f[act] we have kept one obligation too exclusively before us exactly as the Americans did They built ironclads to encounter the Confederate ironclads, and to penetrate the rivers and harbors of the South. When the Civil war ended they found themselves in possession of a fleet of these vessels — well designed for special service, but not available for general purposes. We build fleets to overpower the French fleets, and we, in like manner now find ourselves with a Navy composed, to a great extent, of a special class of ships, and deficient in others which, under the altered circumstances of the times. are more likely to be wanted. Here, however, we possess a most valuable advantage. Government has only to give the word, and all our defects could be supplied—not, indeed, instantaneously, but with a rapidity which could not be approached in any other country. In our public and private yards we have matchless resources and the ocean could be covered with our crusiers before any other Power could send its ships to sea."

NEW YORK HERALD ON THE NON POSSIMUS OF CARDINAL ANTONELLI.

One of our three special telegrams yesterday relative to Rome and the Pope informs us that while Italy seeks to make with the Holy Father reasonable terms, and while the Great Powers strive to be helpful to bring about a satisfactory settlement, Cardinal Antonelli, with his wonted shrewdness, puts the case as between the government of Italy and the Head of the Church in such a shape that much of the mist which has hitherto surrounded the question is dispelled and a final settlement is no longer doubtful.

We have known that Premier Gladstone, who of all living men perhaps, most thoroughly understands and appreciates the Roman difficulty, is to a large extent in sympathy with the Pope and his Ministers. We have known that Count Bismark and King William are also in sympathy with the Holy Father in his troubles; and we have more than once printed King William's letters to the Holy Father.

It now appears that some joint effort has been made by the representatives of the great Powers to help a solution of this difficulty between the people and government of Italy and the Holy See. Austria and Germany have been particularly active. The Count De St. Simon and the Baron De Rubeck, acting in compliance with instructions from their respective governments, have each had audiences with Cardinal Antonelli and have asked what guarantee would be sufficient to remove the difficulty which now exists between the Holy See and the government of the King of Italy.

Antonelli's reply is not unworthy of a true man and a great statesman. "The Court of Rome," he says, "wishes no guarantees from the great Powers other than those which would restore to the Chair of St. Peter the territories of which that Chair had been despoiled on the Neapolitan frontier and along the line of the river Po."

The demand on the part of Antonelli means that the Pope and the men who advise him thoroughly understand the value of property. The territory on the Neapolitan frontier and the territory on the line of the Po represent the most ancient possessions of the Bishop of Rome. We are not of opinion that the Pope is at all likely to regain possession of these territories; but we are not on that account the less satisfied that the demand made by Antonelli is just and right.

The Papal temporalities date as far back—if we can believe the Isidorian Decretals—as the days of Constantine. It is true that the Decretals were not made known to the world until after the days of Charlemagne; but it is not less true that belief in the bequest of Constantine existed long after the days of Pepin or Charlemagne or Otho. According to the Decretals of Isidore when Constantine left the old Rome of the West for the new Rome of the East he left the Pope master of Italy, or Spain, or Gaul, and even of Britain.

Certain it is that Pepin and his son Charles gifted to the Pope the territory which hitherto had been known as the property of the exarch of Ravenna—the representative in Italy and the West generally of the Roman Emperor at Constantinople. These gifts were large. They comprised also the property which in later years has come to be familiarly known as the "States of the Church."

One hundred and thirty-six years later, after much confusion and anarchy, consequent upon the fall of the Carlovingian empire, the donations of Pepin and Charlemagne were repeated and Confirmed by Otho the Great, when, at the hands of Pope John the Twelfth, he accepted the imperial crown.

Since the year 936, when Otho was crowned and the Holy Roman empire was established, these territories were never seriously disturbed, until the time of the first Napoleon; for even during the Avignon period the Italian property of the Church was administered more or less in the interest and for behoof of the Holy See.

One of the best proofs of the right—a right sanctioned by so many centuries—and of the validity of the claim which is now presented, is to be found in the fact that the Allies, in 1814 and 1815, restored to the Chair of St Peter the greater portion of its ancient possessions. If possessions means anything—if possession in any case constitutes a right, not to speak of the donations of Constantine of Pepin, of Charlemagne, of Otho—surely that property which has been recognized by all the Powers of Europe and by all the conquerors of Italy must have something of the sacredness, something of the right.

Antonelli, in our judgment, puts the case well when he says: "The Supreme Pontiff will accept no plan of arrangement which does not clearly and equivocally recognize his right to the territories of which he has been despoiled on the Napolitan frontier and on the line of the Po." It is not our belief that Antonelli is satisfied that the restoration of the property is possible.

But Antonelli is fully satisfied that rights are rights in spite of conquest and of acts of Parliament, and that if the Chair of St Peter cannot obtain its ancient possessions it ought to be indemnified. In this country and in our own State we are not without instructive examples. Conquest did not rob the Dutch Church of its rights. Revolution did no alienate the property of Trinity. The Church property question in the Canadas, known for so many years as the "Clergy Reserves," was not recognized without a full and satisfactory recognition of the claims of the different religious bodies.

A similar settlement, we believe, was accomplished in Australia. The disestablishment of the Episcopal Church in Ireland by the Gladstone government is a case in point. Property was reclaimed by the State; but the right of tenure was not ignored, and vested rights were amply respected. We live in a civilized age. Might must not be allowed to trample mercilessly on right. If the property of the Chair of St. Peter be necessary to the unity and welfare of Italy, let the property be valued and let the Chair of St. Peter have some satisfactory equivalent.

We advise Cardinal Antonelli to stick to his purpose, to adhere to his claims; and we assure him that we are not without the hope that, if the Supreme Pontiff cannot retain his ancient possessions and reap the revenues thereof, he will obtain a satisfactory equivalent. The Cardinal, through our special correspondent, has touched the common sense of mankind; and the common sense of mankind will stand by him. Let us have fair play in all things and all the world over.

Gold Mining in New Brunswick.—The *Sentinel*, published at Woodstock, Carleton County, N. B, says a party from the State of Maine intends to make an attempt to prosecute gold mining on the Tobique River next summer, provided the necessary arrangements can be made with the New Brunswick Government. Specimens already tested indicate that the yield may be sufficient to pay a profitable return for the money and labor invested.

WE noticed in one of our exchanges this week the statement of Dea. John Hodgkins of South Jefferson, Me., whose son was cured of incipient consumption by the use of "Johnson's Anodyne Liniment." We refer to this at this time, tending to corroborate the's statement we [illegible] last week in relation to this Liniment as [illegible] plied to consumption.

CORRESPONDENCE.

LINES ON THE LOSS OF THE "EMELINE"

The loss of the "Emeline" has cast a gloom over this place. There were on board, all of whom it is now certain met watery graves: D. D. Clay, Dundas, who left a widow and two small children; Harry Clay, Dundas, brothers wife, and two small children; Capt. Edward Saville, Dundas, brother-in law to above, widow and six children—three houses, within one hundred yards of each other, look desolate—John Richards, Grand River, unmarried, lately of Chene, N. S.; Dougald McDonald, Grand River, unmarried; Tossell, Grand River, unmarried, and Capt. Curry, formerly Master of Cascumpec packet.

One year has passed away,
What change has o'er us come,
Why bound our hearts less merrily,—
Why are are our tongues grown dumb?
Why does not ring the joyous laugh,
Why hushed the merry song,
And where are all our dear friends gone,
Those friends we loved so long?

Our hopes are buried in the sea,
Those dear ones now are dead;
One year ago—how much of bliss
Seemed circled round each head!
How light their laugh, how bright their smile,
Life seemed for them so gay,—
A merry party 'round their hearths
One year ago were they.

Ah! now they're gone, and for them
How sad our tears do flow!
Their homes are now so desolate,
More households weep in woe.
Those dear friends far from us gone,
We trust to dwell in heaven;
And there to sing the Saviour's praise
Through faith in Him, forgiven.

J. M. Johnstone.

Cumberland Hill, Dundas, Feb. 3d, 1871.

Lines written in memory of the crew of the ill-fated Schooner Emeline, of Grand River, Dundas, lost on the night of the 20th January, 1871;

O! this once my muse inspire
Though rude, untutored be the lay,
Should'st thou in silence henceforth sleep,
Beneath dark Lethe's way
To pay a tribute which I now,
To pen, have to deplore,
And lay an offering from the heart
At friendship's final door.

'Twas on the tenth December last
The Emeline set sail,
For Bay of Islands, Newfoundland,
With a sweet and pleasant gale—
But little did that crew surmise
That they again no more
Should ever look or set their feet
Upon their native shore.

When toward eve that fatal night,
As homeward they did sail,
The storm king furiously careered
O'er forest, field, and main—
The angry waves of ocean deep
In mountains high did rise,
And seemed as if the swelling deep
Would meet the low'ring skies.

Judging from all that we can hear,
As every hope failed fast,
(Their sails and rigging gone,) they lash'd
Themselves unto the mast—
But one more blast, the creaking spars
Are broken by the shore,
And down unto the deep, the crew
Did sink to rise no more!

Ye ocean birds, O! have ye seen
A vessel in the gale?
Or have ye perched her masts for rest,
Or saw her shaken sails?
Could ye no message to us bear,
To friends who yearn and weep,
Whose hopes lie buried 'neath the waves
Of ocean's briny deep?

They sleep 'neath ocean afar from home.
Friendship may not raise
A monument above them, nor
Strew flowers o'er their grave;
But gentle zephyrs as they sweep
The raging billows o'er,
Shall sing a requiem for the brave,
"The brave who are no more."

The Captain, Saville well I knew,
A man—a sailor bold;
Who oft has crossed the raging seas
In triumph o'er, and as hath been told,
A man of an undaunted heart
And of a generous soul,
"Whom none had known, but to love,"
Whom virtue claimed her own.

Henry, and Darius too,
Beneath the waves doth sleep,
Below the 'strife' of ocean's rage
Full fifty fathoms deep.
Darius, those who knew thy worth
Will shed their bitter tears;
Thy well-known voice no more shall fall
Upon their listening ears.

Some more of the ill-fated crew
Beneath the waves doth sleep,
'But doubtless they are not forgot;
They, too, had friends to weep.
And tho' unknown to him who pens
This rude, unlettered page,
He feels a pang for those who sleep
Beneath the briny wave.

And now, farewell, ye former friends,
For deep, heart sickening grief,
To me doth tell in duty's path
Alone to seek relief—
Tho' this sad tribute I have penned,
Unworthy them, the lays,
Now to their cherished memory
That weeping friendship pays.

A. Currie.

DEXTER'S WONDERFUL TROT.

Mr Bonner drove to a road-wagon with himself, weighing 319 pounds. With this load and four wheels behind him Dexter trotted the first quarter in 34s; and the next was trotted in 34½ making the half-mile in 1 m 8½s. He now had a dead muzzler from a strong wind straight in the teeth, and the third quarter was 37s. The

USE CARLETON'S CONDITION POWDERS!

ast quarter was trotted in 36¼, making the whole time 2 m 21¾s., which was truly a marvellous thing to a road wagon and the weight. As he neared the score Mr. Bonner called upon Dexter with a shout and a stroke of the whip, whereupon he made a dart of electric speed and finished in a 2 m. gait. The timers of this ex-

ALL HORSEMEN USE THEM!

traordinary trial were Mr. W. M Parks, Mr. Geo. C. Hall, and Mr. James B. Bach. Mr Parks made the time 2 m 21¾s.; Mr. Hall's watch said 2 m. 21½s., and Mr. Bach's, 2 m 21 4-5s. In this prodigious performance Dexter wore no boots, stockings, nor bandages, and never touched a hair. It is now believed that

TAKE NONE BUT CARLETON'S CONDITION POWDERS!

probably the next best horse to Dexter in the United States is a five-year-old colt, which Mr. Bonner has in the hands of a trainer in the country, and which is developing the most extraordinary speed. Sold by all dealers.

IF Congress had employed as much scientific skill in the arrangement of its "Reconstruction Policy" at the close, as the War Department did in the beginning of the war, in arranging for the manufacture of what was called "Sheridan's Cavalry Condition Powders" for the use of the Cavalry horses, no doubt the Union would have been restored long ago

SOFTENING of the brain is becoming uncomfortably prevalent. Statistics show that in ten years, 1856 to 1866, 11,685 deaths were registered from this cause in England alone. This disease emanates from overtaxing the brain, and not supplying substance to replace the waste. By the use of "Fellows' Compound Syrup of Hypophosphites" the material for thought is supplied, the mind made vigorous, and the body fortified against disease.

The Examiner.

Charlottetown, February 20, 1871.

SOME FACTS AND FIGURES ON THE RAILROAD QUESTION.

In considering the question of the cost of transporting the produce of this Island to be exported, it must be borne in mind that the entrance to all the Harbors on the North Side are obstructed by sand bars and are not available for vessels in which to ship direct during the shipping season. The produce must, therefore, at first be hauled to a shipping port on the South Side, or transshipped at great expense and risk, and also inconceiveable delays.

On the South Side of the Island the available ports for large vessels are Summerside, Charlottetown and Georgetown. It must also be borne in mind that Summerside is closed by ice before the shipping season is nearly over, and that this is also sometimes the case with the Harbor of Charlottetown, Georgetown remaining open for one, and sometimes for two, months longer than either of the other places.

In view of all these circumstances, we may safely estimate that the average distance which the produce of this Island has to be carried, by land or water, to a port for final exportation, would be equal to a haul by horse of about *thirty* miles. If a Railroad were provided, the distance would be reduced to about *eight* miles, which would save an average haul by horse of about twenty-two miles, at a cost of 20s per ton weight for that distance, instead of 22 miles by a Railroad, at less than *one-half the cost to the farmer.*

If we look at the principal exports for 1869, and apply the foregoing rate, we have, in round numbers, as follows:—

	£	s	d
1,600,000 bus. oats—26,500 tons, at 20s,	£26,500	0	0
60,000 bus. barley—1000 tons, at 20s.,	1,600	0	0
600 bus carrots—17 tons, at 20s per ton	17	0	0
38,700 bus. turnips—1,100 tons at 20s.,	1,100	0	0
568,000 do Potatoes—16,250 tons, at 20s.,	16,250	0	0
10,000 bbls pork and beef—1 250 tons, at 20s,	1,250	0	0
5,000 bbls Eggs—500 tons, at 20s.,	500	0	0
2,000 bbls. oatmeal—200 tons at 20s.,	200	0	0
Butter & lard—100 tons, at 20s.,	100	0	0
	£47,517	0	0

To these items should be added hay, wood, fish, oysters, cattle, sheep and other articles for exportation, beside all that may be required for consumption in the towns; and also coal, stone, lime, flour, and other articles imported, which together, we may safely estimate, cost for transportation quite as much more,—say £47 5.7.

We have thus about £95,000 expended by the people of this Island annually in transportation of their products and other necessaries. This labor is for the most part, performed in the spring and fall of the year when *time* is so valuable, and when it could be otherwise expended in increasing the area under crop thus adding very largely to the products, exports, and consequent wealth of the Colony.

It is therefore apparent, considering the question from these two points of view alone, that a Railroad would enrich the community, in that it would induce a very large expenditure amongst us by persons from the crowded cities of the United States, who seek habitually new and desirable places in which to spend the summer months, and by enabling us to produce, in larger quanties, the Island Staples.

If we would avail ourselves of these advantages which will be surely afforded by our position, in view of the certain completion, during the fall of next year, of the Railway system between Shediac and the cities of the United States, a *Railroad becomes an absolute necessity,* and should be procured without delay.

We purpose now briefly to consider the ability of the Island to construct the work:—

In this connection we may observe that it is said an English Railway Contractor, who recently visited this country, has offered to build the line for £5,000 *currency per mile,*—this for, say 100 miles, would be £500 000, which, at 6 per cent. interest would be equal to an annual expenditure of £30,000 currency.

We think it has already been shown that the Railway will largely enrich the Colony, and effect a direct saving to the inhabitants of an amount more than equivalent to this proposed annual interest even upon the absurd supposition that the traffic would contribute nothing towards the payment of the interest, and that it would cost as much as the offer made indicates. But we propose to show that the line would contribute largely to the payment of the interest, and we will present an estimate which we have taken some pains to prepare, and which, we think, may be relied upon as being quite within even reasonable probability.

Assuming the population of the Island to be 90,000 and that the length of the line which will pass through a well-cultivated portion of the country, will be about 100 miles in length, this would give about 900 inhabitants per mile of railway, which is a higher average than that of the country along the Shediac and St. John Railway which gives only an average of about 800 per mile, including the population of St. John and which line passes through an inferior and much less productive country. The published reports of that line, for 1869, show that about 17,000 passengers were conveyed an average distance of about twenty-six miles each, which will no doubt be largely increased upon the completion of their line to Truro.

The passenger traffic upon an Island Railroad would, no doubt, be in a greater ratio than in New Brunswick; but we will assume that it will be *less,* and take the 170 000 at 3s. each, equal to £25,500, which would be at the rate of about 1½d each per mile.

In regard to freight we will assume that there would be carried by Rail:

	£	s	d
1,000 000 bus. oats, at 1½d,	£6,250	0	0
50,0 0 bus. barley, at 2d,	416	13	4
30 000 bus. turnips at 2d	250	0	0
400 000 bush. potatoes at 2d,	3333	6	8
1 000 tons fresh pork beef, and other meats,	750	0	0
4,000 bbls eggs at 1 s3d	250	0	0
2,000 cwt butter and lard, at 1s	100	0	0
10,000 bbls fish, at 1s	500	0	0
8,000 sheep, at 1s 3d	500	0	0
1,000 cattle and horses at 5s	250	0	0
5,000 cords wood & bark at 4s	1 000	0	0
500 tons hay & straw, at 5s	125	0	0
2,000 bbls oysters, at 1s	100	0	0
2,000 bbls oatmeal at 1s	100	0	0
10,000 tons miscellaneous, at 7s 6d	3,750	0	0
Probable outward freight,	£17,675	0	0
Inward freight such as coal, stone, lime manure salt flour, molasses, sugar, tea, hardware & manufactured goods, say as much more,	17,675	0	0
	£35,350	0	0
Mail and other services say	2,000	0	0
Passengers, as before given,	25 500	0	0
	£62 850	0	0
Probable working expenses,	31 425	0	0
Probable net receipts,	£31,425	0	0

To this might freely be added the savings in the Road Service which would, no doubt, be effected were a Railroad built.

It has then, we think, been fully shown that the people of this Island would not ultimately be required to contribute one dollar from their general revenue, to secure a first-class Railway, with all the benefits and advantages which invariably follow their construction in other places.

We have not considered the losses which the shippers frequently sustain by reason of their being obliged to purchase grain which has not been properly secured, and from being obliged to store it, when they have been unable to procure tonnage for the North Side ports, nor have we alluded to the delays, heating of cargoes, and annoyances to which they are subject, because they are unable to concentrate their efforts and dry the grain before shipping. These, and numerous other phases of the question, we leave for consideration at a future time, as all these circumstances assist in keeping down the market price of the favorite Island black oats, which are every where preferred, when received abroad in a *sound* condition.

Y. M. C. ASSOCIATION.

The Debating Club, in connection with the Association, had for discussion, on Tuesday evening, the Railroad Question, which is now engaging the public mind. The members of the Club meet in a comfortable room, in lower part of old Temperance Hall, which is nicely filled up with seats and tables, being used as a Reading Room. There is also a good selection of books,—the beginning of a Library, and the surroundings, betoken evidence that the Young Men have within their reach fair chances for improvement. The President of the Club, Dr. Beer, occupied the Chair, and William Heard, Esq., opened the Debate. In the brief time at his disposal he shewed the necessity for Railroads in this Island, gave the cost of Roads in other places, and thought one could be built here for about £3,000 sterling, per mile. He gave an interesting account of the working of a narrow gauge Railroad in one of the States of the American Union, and, as it is capable of ascending a grade of one foot in every ninety-two, and costs much less in building and for working expenses than broad gauge Roads, such a Road, he felt sure, would be in every way suited to the requirements of P. E. Island. The building of it would also give employment to very many of our Young Men, who would thus have no need to go abroad, and give their education and energies to develop the resources of other countries. The young gentleman who followed, agreed with Mr. Heard, and stated that the increased value of lands, in hands of the Government, which would increase from building of Railroads, would help to pay off the interest of the money required to build them. Population would enlarge, and would consume a greater amount of dutiable goods, thus bringing in more revenue. Fish, in the Northern parts of the Island, brought very little; by aid of rapid transportation could be sold in other places at remunerative prices. Regarding the purchase of right-away, he humorously suggested that the Government should select two lines of Road, and take that which they could get on most advantageous terms. In that case, the Government would probably receive a bonus by those most anxious to have the Road run through their lands. The next speaker feared Railroads on the Island would involve too much expense; he thought Tramways would answer all our requirements, and said New Glasgow, N. S., after the completion of the Railroad there did not improve, but rather retrograded. This was met by a young gentleman, who argued that though New Glasgow went down other places, through aid of Railroad went up, and he believed that with the increased enterprise, energy and capital, which would surely come, it would be well to have a Railroad, though it should cost £10,000 per mile. Another speaker said he had enough of experience of the bad roads to sympathise most fully with the farmers. It was no wonder that they would resort to liquor, or even worse—poison, after the labor and fatigue of drawing their produce ten, fifteen, twenty, and over thirty miles through the mud. Two others spoke against Railroads here, as they feared expenses would be so great as to involve us in ruinous taxation; one thought there would be nothing in the winter season for the Railroad to do, and the other gentleman said the Railroad, if built, would eat up the whole Island. Mr. Heard quietly replied to all the objections, and moved a resolution in favor of speedy undertaking of Railroads, which was almost unanimously carried. The unanimity of sentiment in the Club was, to say the least, very observable. There was scarcely any real opposition; one of the gentlemen at the close of the meeting said he only took the opposition side to elicit discussion, and wound up with a Railroad speech. The Debate whilst being earnest, was marked by exceedingly good humor, and several of the speakers made hits, which seemed to give the audience a good deal of enjoyment.

IN consequence of the meeting of "Artisan" Division S. of T., on Thursday evening, the fourth of the series of public meetings by the Sons of Temperance, has been deferred from that night to Monday, Feb. 27, then to be held in Lower Athenaeum, (east end) at the hour of 8 o clock, sharp.—Free to all.

WE regret to learn that Mr. Lauchlan McDonald of West River, East Point while walking on the slippery side-walk, near the Hon. Mr. Walker's on Wednesday fell and broke his leg Dr. Gaffney was sent for immediately, set the bone, and the patient is now doing well.—*Pat.*

Don't forget the Grand Concert in St. Patrick's Hall, this (Monday) evening.

CATHOLIC YOUNG MENS' LITERARY INSTITUTE.

"Missionary Footprints" was the subject of Very Rev. Dr. McDonald's Lecture before the above Society—R. Reddin, Esqr., in the Chair—on Monday evening last. The Rev. lecturer commenced by showing that the fundamental truths of Christianity were much earlier known than was generally supposed at the present day. From the very first records, it was proven that the hope of a Messiah was entertained. The Nations of the East, as well as the Empires of the West, had views in common, the one expecting the coming of a Redeemer from the West, and the other from the East This was proven by reference to the Fourth Eclogue of Virgil, and from the writings of the Brahmas of India, and of Confucious, the illustrious Chinese moralist and philosopher. Large numbers of the people of the vast territories of China were taught the principles of Christianity by zealous Missionaries. As early as the Council of Nice, flourishing religious communities must have existed in China, for a Bishop represented that country at the celebrated Council.

In later times and in the mighty revolutions which swept over the Eastern countries Christianity was swept away. The footprints of the Missionaries were oftentimes covered with the martyrs' blood, and seemed as if they had been lost forever. But after a while their paths would be found — some memorial of their faith would be discovered, and the lost lamp would be replenished and made to illuminate amongst heathen ignorance and depravity, more brightly than before.

The Herculean labors of Xavier and Loyala did wonders in propagating religious truth, no less than the indomitable labors of the Monks who worked so faithfully for Christianity, whilst civilization was being overrun by the hordes of barbarism. The Lecturer asked why it was that such great, good men were so persistently abused and maligned. We suppose it is because that is the only vengeance the pigmies of learning can wreak upon the intellectual giants.

The above is but a faint outline—having taken no notes—of a lecture which was replete with ecclesiastical knowledge, and which was put together with skill and literary taste. As one of the speakers observed, parts of the lecture were too scholarly for many of the audience, and, as expressed by another, there was a general desire that the lecture should be published.

On next Tuesday evening, Rev. James Lamont will deliver a Lecture on Spiritualism.

A Good Opinion from an Unexpected Quarter.

In a publication which is said to be published in the *Patriot* Office, we find the following:—

"That there should not exist societies in our midst that serve only to engender the bitterest feelings of animosity between persons of different religious faith, every one will readily allow; yet, were we to point to our Orange Lodges, as such societies, there might be a pretty general murmur of disapprobation. Nevertheless, in our opinion, whatever may be their ostensible object, such is their only apparent effect here. In other countries, in by-gone days, when party feeling ran high and men were compelled, for personal safety, to band themselves together for mutual protection, and suffered persecution on account of their religion, there might have been some necessity for such organizatione; but that, in the present day, in the colonies of America, they are at all necessary, we deny. We look upon them as naught else but a miserable effort to perpetuate relics of an age of superstition, intolerance and persecution; a wretched attempt, under cover of the purest principles of civil and religious liberty, to foster and keep ever alive, religious strife, and the most deadly animosities. That we want Orange Lodges to preserve our liberties to us as British subjects, is a manifest absurdity. That without temples erected to the memory of King William the Third, our people would sink into the lowest depths of degradation, and the Protestants in this Island would tremble for their lives and properties, is an idea which if persisted in, would, in all probability, consign its enunciator to an asylum for the better care of persons of a diseased mind. As stepping stones to political power, the Orange Lodge have been, and ever will be, to a certain class of unprincipled politicians, most necessary and useful institutions; as intolerant bigotry, so long as our people encourage them, they will thrive and poison the land with their presence; as tools to be thrown aside with contempt, when this or that political party no longer needs their assistance, they have frequently proffered themselves and been readily accepted. But as institutions calculated to benefit, in the smallest degree, either their own peculiar followers, or the surrounding community, they are, and ever will be, in our opinion, a most signal failure."

All this was taught years ago in the Examiner, and we are glad to find its teaching bearing such good fruit.

In connection with the paragraph published in last Examiner, we find the following, concerning the Society of Islanders in Boston:—

"P. E. Islanders Abroad.—The natives of the "tight little Island," residing in Boston and vicinity, have formed themselves into a Society called the Prince Edward Islander's Association" for purposes mainly social and slightly political. At a meeting on Friday evening, 3rd inst, the following persons were elected officers:—President, Dr A. E. McDonald; Vice do, J. J. Roche; Treasurer, Stephen McDonald; Secretaries, Edward W. Doyle, and J. J. Beaton; Directors, J. S McAulay, D. Douglas, T. McKinnon and Chs McDonald."

Almost a Centenarian.—There is living in North Shore, Savage Harbor, an old gentleman who has reached the age of ninety-six years. Mr. McInnis is still so strong and healthy that he may be seen making heavy cart wheels or otherwise attending to his business.

The Port Hill Debating Society was reopened on Wednesday, the 8th inst., by a Lecture delivered by Mr. Thomas Murphy, Subject: "How do you do on the Railway Question." At the close of the Lecture, Mr. W. Hopwood, made some remarks, touching on the statistical bearing of the question. The following persons were appointed Officers for the ensuing term: Hon. John Yeo, President, Hugh A. Ramsay, Vice-President, Wm. Hopwood; Treasurer, Thos. Adams, Secretary. This Society meets on Wednesday evening.

SERVICES AT S. PETER'S CHURCH.

Wednesday, the 22d inst., being Ash-Wednesday, the services at S. Peter's Church will be as follows:

Holy Communion, 7.30 a. m; Mattins, Litany and Commination Service, 11 a. m; Evensong with Sermon, 7.30 p. m.

Friday, the 24th inst., being the Feast of St Matthias, Apostle and Martyr, the services at St. Peter's Church will be as follow:

Holy Communion, 7.30 a m; Mattins and Litany, 9.30 a. m; Evensong (Choral, with Sermon, 7.30 p. m.

Great Anti-Railroad Meeting of the People of Lots 48, 49, and 50, in Pownal Hall.

HON. JAMES DUNCAN WILL OPPOSE THE GOVERNMENT RAILWAY POLICY.

A very large meeting of the people of Pownal and vicinity, was held on Thursday last, to discuss the Railway Question. Hon James Duncan, one of the representatives of the district was present. Alexander McNeill, Esq., was chosen Chairman, and John Butler, Esq., Secretary.

Mr. Duncan, on being called upon, said he did not care so much to make a speech, as to ascertain the views of the meeting. He had not thought about, nor studied much about the Railroad question There had been no offers made to the Government, but he understood some parties made proposals, in reference to building a Railroad, to Mr. Pope. Thinking the matter would not come up, he did not give the proposals much attention. He heard that the Superintendent of New Brunswick Railroads had said to Mr. Hales, that 90 per cent of New Brunswick Railroad traffic was of a local nature. The Canadian and Island traffic over the Shediac line amounts to only 10 per cent of the whole. The population and wealth of the Island was greater than existed between Shediac and St. John's, yet he was of the opinion that it would not be for the interests of this district to have Railroads In regard to capital, which could be had, by giving debentures for thirty years, at six per cent, it would almost certainly all go back to them; it would be better to use our own money. There were £60,000 in the Savings Bank, and more waiting to be deposited, which would be above £100,000 for investment He was not opposed to Railroads on principle, but as the cost of Right-away, and other expenses would be so great he did not feel justified in urging it upon this District. It would be a more direct benefit to other districts; he understood that all Representatives of Prince County were in favor of it, except Mr. Howat. If we could have a Railroad, without loss, it would certainly be better to have it.

In reference to local wants of the District, he would be glad to do his best to have them attended to; he differed from them some time ago about the Ferry Question, and he now believed that the people saw that his course turned out best.

J. B. Gay, Esqr., said: whilst feeling incompetent to make a lengthy speech, he would remark, that he thought, at the present time, we could not bear the enormous outlay which building a Railroad would cost. The average distance of shipping ports from principal places was not more than two and a half miles. Whatever benefit might be conferred on Northern parts, it could not be of much benefit to the Southern parts. At the Charlottetown meeting, Mr. Pope said, 30 000 tourists would visit the Island, who would spend a large amount of money. He thought this was a chimerical idea —castle building in fact. (Hear! Hear!) Besides, if tourists do come to Summerside, they would prefer to come to Charlottetown in steam boats. So with transportation of merchandize it would be conveyed by water; considering our isolated condition, we are entirely different from other countries and it was extravagant to talk of being taxed for £1,000,000, when we are so much in dread of taxation that we can not raise twenty shillings to repair our wharves, or roads, even when the mud is up to the hubs. (Great Cheering.) He then submitted the following resolution, which was seconded by Alexander Smith, Esq:

Whereas: The Construction of merely a Trunk Line of Railway, between Summerside and Georgetown, would afford but limited accomodation to a majority of the inhabitants of this Colony; and would not to any great extent, obviate the admitted imperative necessity for the improvement of our common roads, but would tend, for the present, to deprive them of the means of securing other indespensable local improvements, by the imposition of a tax sufficiently onerous for the people to sustain at present; and, whereas, the tax would in all probability be levied indiscriminately at all alike, without regard to the benefits received. And, whereas, *one-fourth* of the money required for the completion, and working expenses of the Railroad would be amply sufficient to secure to them all these much needed local improvements, without the obvious risk of incurring heavy liabilities, which may possibly prove to be of doubtful utility.

Resolved, Therefore, that this meeting is of opinion considering the present revenue, and general resources of this Colony, that we are not, at present, in a position to warrant the assumption of an expenditure, which at the *lowest* calculation, will amount to seven hundred and fifty thousand pounds.

Richard Smith, Esq., said, people must be amused to see the various opinions of the Railroad advocates as to the cost of the undertaking. Some say it will cost £3000, others £4000, others £5000, and others £7000 per mile. Those persons may have ulterior views, which they did not want the public to see. (Applause and cries of Hear! Hear!) It was therefore the duty of the people to inform themselves. He had studied the cost of Railroads, and found the following.

GREAT WESTERN RAILROAD IN 1866, BROAD GAUGE.

The cost of Road was $25,777,430; length of of road open for traffic. 351 miles; equal to a cost per mile. £21,177, P. E. Island currency, working expenditure per mile, including renewal of Rails, Ties, Bridges, &c., in Island currency, £1374

Grand Trunk Railway—Cost of road and equipments, $84 245,398; length of road open for traffic, 1377; equal to a cost per mile, £18,351.

Brookville and Ottawa Railroad—Cost of road and equipments, $2,647,000; length of road, 86 miles; equal to a cost per mile, 223*l*.

The New Brunswick and Canadian Railway—Cost of road, $2,750,000; length of road, 88 miles; equal to a cost per mile, 9375*l*.

European and North American Railroad — or Road from St. John to Shediac — Cost of road and equipments, $4,747,713; length of road, 108 miles; equal to a cost per mile, 13,187*l*

Road from Halifax to Windsor and Pictou—Cost of road, $6,292,029; length of road, 145 miles; equal to a cost per mile, 13,017*l*. Number of hands employed, 310.

Length of Railroad in Dominion in 1868 2495 miles, at a cost of $158,401,595, equal per mile in P. E. Island currency, to £19,046.

Prince Edward Island.—Probable length of Road 120 miles. Probable cost of road, taking largest estimate, £9000. Total cost of line 1,080 000. Interest at 6 per cent. £64,800.

Total export value in the year 1869, in Island, which includes barley, oats, potatoes, turnips, pork and wool, is £435,000, which would require an interest of about 14 per cent to pay the interest of debts of Railroad, consequently where a farmer receives now £100, he would only receive £86, the other 14*l* would go to pay interest on Railroad debt, or, in other terms, allowing our population to be 100,000, our tax will amount to 12s 8d per head to pay the interest of Railroad debt, we would be undertaking a greater work than any other nation.

Population of the Dominion of Canada in the year 1868, was 3,879,885, with 2495 miles of railroad, or a mile of road for every 1569 inhabitants, a greater work than Nova Scotia, New Brunswick and Canada And little P. E. Island, with a population of about 100,000, attempts to build a mile of road for every 833 inhabitants, we certainly must have great inducements of trade held out to us.

He then submitted the following Resolution, which was seconded by Mr. James Sentner.

Whereas, Statistics from Great Britain, and the Dominion of Canada, conclusively prove, that enormous expense attend the working and repairs of a Railroad, and our isolated position, for several months in the year, excluding us from any direct trade with the main land and our own trade facilities not being considered by this meeting sufficient to maintain the working expenses, and the large amount of Interest, which would annually require to be paid by the Government.

And *Whereas*, The inefficient state of our present Public Works demand that greater attention be paid to improving the condition of our Roads, Bridges, and Wharves, which is considered by this meeting would be of more general advantage to the inhabitants of the Island.

And *Whereas*, The Lease-hold system has been steadily on the decrease, but large tracts of land are still held by proprieters, and the contemplated line of Railroad will, in all probability, pass through a large portion of said Lease-hold land, and likely, to materially increase its value, and place the proprietors in a position to value their lands much higher than at present, and thereby preclude the tenant from the hope of ever being free.

Therefore *Resolved*, That this meeting considers, that the Lease hold tenure which prevail over a large portion of the Island, should first, if possible, be settled, and that our present Public Works, such as the completion of our Bridges and Wharves, and an improvement in our Public Roads, will be of more general benefit than the contemplate Railroad.

Mr. Thomas Crane asked if Mr. Duncan would vote for the Railroad, if it were brought in as a Government measure. Mr. Duncan replied he would not, unless at desire of his constituents.

Mr. James Haley said he had not much to say, but it would be in favor of Railroads. The question as to one small section of a country opposing any project for the general good, had long ago been settled. It was the question between civilization and barbarism—between good laws and tyranny. The time had come for Railroads, to enable farmers living inland to get manure, and to transport their produce. People every day here, get the lend of money at 10 and 12 per cent, and make money out of the transaction. It was a sound policy, and if so, why not apply it to Railroad undertakings? He believed that Governments were warranted in incurring taxation, when there are reasonable grounds for showing that it was for the advancement and progress of o country. Such practice was in accordance with the genius of Representative Institutions. He had no ulterior views; they all knew him, and these were his honest convictions. (Cheers).

Mr. Crane.—Prove the benefit of Railroads (Cries of prove it! Prove it!).

Mr. Haley said he was not a fatalist nor a believer in manifest destiny, therefore could not prove what belonged to the future. Drouths, storms, accidents may come involving general ruin, but he built his opinion upon the fact, that other countries had built Railroads, and after experience, are going on building more. In Nova Scotia they are extending the system, and though between New York and Boston there were three lines, they were going to have another. We want something to develop the resources of the country, and keep the young men at home. (Hear! Hear!) Where are the boys that grew up with me? Scarcely one is here now. You may not feel the want of Railroads here, but in the inland parts, we absolutely require them. He moved the following resolusion, which was seconded by Mr. Theo. Gay:

Whereas, In the employment of capital commensurate with the resources of a country, in works of public improvement, of approved utility, we recognize the application of a true principle.

Therefore *Resolved*, That in the opinion of this meeting, the time has arrived when the construction of Railways in this Island, has become of vital importance to the furthering of its best interests; and the more systematic development of its resources.

Hon. Mr. Duncan said, Mr. Smith has overdrawn his figures. Railroads would not cost more than £5000 per mile, by having a narrow gauge. It will effect a saving of 33⅓ per cent. Besides, the rolling stock and expense would be less. The people in the northern part of the Island are in favor of them, because they have many disadvantages that you have not. On the whole north side, there are only nine shipping places, and you have as many. Railroads create traffic. He had travelled over the route from Pictou to Halifax, and often found only 2 or 3 passengers. One coach could do all the work. Now there are more than 50 who travel by Rail to the 1 who went formerly in coaches. Railways will surely come on this Island. Taxes are too small to make much improvement. He would carry out the desires of the district, and do his best for their general interests. (Applause).

Mr. McKenzie was the next speaker. He thought it unfair to institute comparisons between the cost of Railroads here and in other places. We could build them for one half It would not be right to deprive the whole island from their benefits, even though we should suffer. If they pay in other places, they would pay here.

John Grant, Esqr., remarked that he was not opposed to Railroads being built here, through any selfish motives but was honestly convinced that they would not be for the general good of the Island at present. Mr. Smith estimated the cost to be £10 000 per mile. Suppose it to be £7 500, and with purchase of land for right of way, it comes up to £8000 per mile. If it pays the working expenses and half the interest, that would leave nearly £30,000 to be provided for. (Applause.) It would require two-thirds of the people of the Island to pass over it to meet this sum. Besides all the traffic could be carried over the road in three weeks. The amount of foreign goods brought over the road was not worth taking into account, as water carriage would always be cheaper than by Railroads. The cost of transferring goods would be more than carrying them direct by water. In Nova Scotia they require three or four days to get around to the Bay of Fundy. But with us the steamers now run so punctually that we do not feel the want of Railroads. It is true that there is no steamer from Alberton. It might benefit them a little, but not us. As a sample of the ridiculous arguments used by the Railroad men, he would say that not long since a person said to him, "Wait a while, we will get our wood cheap enough by rail from the West." [Laughter.] Then it will be located to suit every one He expected soon to be told that if he did not oppose the project, he would have a branch running down to his place. [Laughter and applause.]

Thomas Beers, Esqr., was for Railroads, but was against proposed policy of building them. In England there were 14,000 miles of Railroad to 18,000,000 people. How can we build a mile of Railroad to 750 people, when in England they have only 1 mile to 2 500 people. He believed a small beginning should be commenced and it should commence from China Point to Gallows Point. [Great Laughter.] This would not be laughed at, if people would consider that in this locality there is every indication of coal mines, and probably oil springs. He thought the Government ought to give a grant of £3,000 or £4,000 for the purpose of seeing if there was coal in these vicinities, and it would be better to leave Railroads to be built by a chartered company. [Applause.]

Mr. Haley was opposed to companies being given such works. They formed monopolies, and engaged in jobbery and corruption, as might be seen in other places, where needy politicians getting into companies, in a few years became immensely rich. [Applause]

Mr Crane wanted to know the policy of Mr. Duncan, and the Government, in regard to the Railroad question. Last year he was a Confederate, and supported them. He would not do so now, because they were traitors to their principles He would like to know why Mr. Duncan, who professed to be an Anti, joined a Confederate Government. He was not opposed to Railroads, Formerly we were satisfied with the scythe and the flail, now we have threshing and mowing machines, and we will soon have Railways