

Hon. Mr. WIGGAM said that the fees and expenses arising from the operation of the Bill, which he believed, should be sufficient to maintain the work of the House, for it is a public chest for money to support it. He would support the amendment submitted by the hon. the Leader of the Government. To make provision for the expenses of the Medical Board from the Treasury would be contrary to the intention of the House, for it would be a money vote. He thought the House had been given to understand that the Bill asking for money came from the House, unless it originated at the Executive Board.

Hon. Mr. GIBSON said that if the Medical Board were paid from the Treasury, it would involve taxation, and therefore the Bill, in order to allow that would have to come through the Government.

Dr. Robertson obtained leave to withdraw his amendment.

Hon. Mr. FERRY asked if the Bill would interfere with the practice of Midwives. If it did, he would support it.

Dr. Robertson answered that the Bill did not do violence to midwives, and that they would be left at perfect liberty to practice as usual.

The Speaker then took the Chair, and the Chairman reported the Bill agreed to without amendment.

Ordered, that the Bill be engrossed. Mr. MORGAN submitted a Bill to amend the Act, providing for a steamer for the George West Ferry.

Received and read a first time, and ordered to stand a second time to-morrow.

Hon. Leader of the Government presented several petitions for Post Offices, which were received, read, and laid on the table.

A Committee of five members, was appointed to whom were referred the petitions for New Rivers. The members of said Committee were Messrs. Kelly, Sinclair, Callbeck, and Messrs. Robertson and Howat.

Petitions for New Post Offices were referred to the same Committee.

Telegraphic Communication. The House then resolved itself into a Committee of Supply.

Dr. Robertson in the Chair. Hon. Mr. OWEN, a member of Her Majesty's Government, moved a resolution granting sums for various purposes, among others the sum of £100 for extension of Telegraph to Georgetown.

Hon. Mr. WIGGAM said that as there was now telegraphic communication between Charlottetown and Georgetown, he hoped the Government would extend it to Montserrat, as the expense would be trifling, and the people of that island would be enabled to communicate something towards it. Montserrat is a thriving place, and is just as much entitled to the advantages of telegraphic communication as Georgetown; he therefore hoped the Government would introduce a resolution granting a sum to provide it. Only three or four miles of wire were required to extend a branch to Montserrat, and by granting a sum to assist the people in obtaining it, they would be placed in direct communication with other parts of the world.

Hon. Mr. PEASE thought this grant for the Telegraph to Georgetown was suspicious. When the telegraph line was carried to Cascaette, the people there liberally subscribed towards the enterprise; but the Georgetown people did not pay the amount which they had subscribed.

Hon. B. DAVENANT, the Chancellor of the Exchequer, moved to explain why £100 additional had been placed in the resolution for the telegraph to Georgetown. If the inhabitants of Montserrat wished to have the line extended to that place, they should get up a list of subscribers, and send it to the Government, showing what they were willing to give in aid of it.

Hon. Mr. OWEN said that the inhabitants of Georgetown had subscribed very liberally in aid of their line of telegraph, and had sent up a list of subscribers to the Government; but the list was not found anywhere. The person who undertook to collect the subscriptions did all he could, but could not make up the amount which had been subscribed; the consequence was that the Government had to ask for £100 additional to complete the payment to the company.

Hon. LEADER OF THE GOVERNMENT said it was supposed that the subscription would pay the cost of posts and putting the wire down; but they cost more than was supposed, and even if the subscription were found it would not pay the amount due to the Company. The telegraph Company undertook to supply the wire if the posts were put down; but the subscription list appears to be lost. It is not fair that the Company should remain unpaid; and, therefore, there is nothing left but for the Legislature to take the matter into their hands.

Mr. McNEILL said that a petition had been sent to the Government from the northern part of his district, asking for a bridge at Simon Peter's Ferry—across the Hunter River. It was accompanied with a subscription list of £200, and the people there were willing to subscribe even to the amount of £1000.

Over a hundred and fifty people crossed this Ferry every Sabbath, and in bad weather it was very disagreeable to cross in boats. He hoped the Government would not lose sight of this petition and subscription list, for the people were quite willing to do their part, and felt the want of a Bridge very much.

THE FORTUNES OF SHIPPEGAN AND ST. JOHN'S, N. F., LOOMING UP.

When Mr. Safford Fleming introduced Shippegan, one of the localities represented by the Honorable Member for Gloucester, it was thought to be a political rush to catch the North, and as an offset against the many good things he had said in regard to the Southern cities. Now the fact is that the Southerners look as if they might soon be converted into realities. Our Atacostock contemporary, the Pioneer, gives a very good summary of the situation, more especially when the subject is not well understood.

But we do not believe that the project will be long before taking hold of the public mind. It will yet make for the fortunes of steam-boat and railroad proprietors. It is the predicted route for the immigrants of the future to travel. Canada ought to take hold of it, and Newfoundland and St. John's are the best to treat of. "Another Railway Project," the Pioneer says:

"The Island of Newfoundland has caught the railroad fever, and has advanced an idea which, if carried out, will shorten still more the voyage between the continents. It is proposed to build a line of rail from St. John's, N. F., across the island of St. George's Bay, a distance of 185 miles. Passengers from Europe, instead of landing at Halifax, would leave at St. John's, N. F., cross the island by rail, and take a steam ferry for the western coast of the island, where they would be met by a railway, which, when completed, will connect with the great network of railroads throughout the United States and Dominion. This would constitute the shortest and safest route for the emigrants of the future between Europe and America."

"The distance between St. John's and Valence, Ireland, is a little over 1600 miles. Swift steamers would make this run in 4-12 or 5 days. The ocean passage proper would thus become a mere matter of hours, involving no more risk than the crossing of the Irish Channel. The dangers arising from winds, currents, and reefs along the thousand miles of American coast, on which so many vessels meet their doom, would be avoided. After a run of four or five days, passengers would land at St. John's, step on to a railway, and enjoy the pleasure of being whisked across Newfoundland in eight hours amid scenery the most novel and beautiful in twenty-four hours, would find themselves at Shippegan, where a branch of the Intercolonial Railway would convey them to any part of the States or Canada in a few hours. The distinguished engineer, Mr. Safford Fleming, has been the first to suggest this route and to stamp it with his high approval. He is of opinion that it would prove a remunerative undertaking, and would attract to it a large portion of the passenger traffic and mail matter now passing between the two continents. The near future he considers, will see it carried out; and he believes that a daily line of steamers across the ocean would find ample employment. Mail and passengers from London would reach New York in seven days by this route; Chicago in eight days; and San Francisco (via Chicago) in twelve days. When the Canadian Pacific line is constructed, this link is its natural completion, and would make St. John's, N. F., its eastern terminus. A line which, starting from St. John's, would run to China and Japan, and another line to Australia, would supply channels by which the commerce of Asia, and Australia would reach Europe across Newfoundland."

THE NEW IRISH LEADER.

There is now coming to the front in Irish politics a man, whose name has become a household word, and who may soon become the recognized leader of the party which has been without a leader since O'Connell's time. Isaac Butt, an eloquent and cultured advocate, is by far the ablest man, who has within recent years, engaged in public affairs, and his recent election to the House of Commons for Limerick, as the "home rule candidate," gives him a parliamentary position which he will probably turn to account to make his name celebrated. Mr. Justin McCarthy, in his last letter from London, the New York Mail, thus describes Mr. Butt—

"Long years ago, when most of us were boys, but distinguished himself as an opponent of political economy and a lawyer. Then he suddenly flashed into a genuine republican, the defender of Thomas Francis Meagher, in the Irish State trials of the revolutionary war of 1848. Then, and since then, I have heard him often, and I think, allowing for all the defects arising from an impulsive and irregular nature, and an exuberant phlegma, he was one of the most eloquent and persuasive speakers I have ever heard. He has a ready wit, and a fine sense of humor, and he has a depth of character, and a sense of justice, and he has a flashing eye that reminded you of the description of Robert Burns. He was a thing of beauty, and his face looked like that of a negro—blanched; but his eyes, his voice, and his powerful frame lent him dignity, and grandeur. I think in his best days he must have some what resembled Mirabeau. He was at the time, although he defied the Irish prisoners, a Tory, and a protectionist. He was taken up by the English protectionists, and became the pet orator of their great meetings. Through the tribulations of the House of Commons, he became the representative of an English Tory-borough. Gradually he renounced Toryism and became a Liberal."

"He was well as he was falling fast into ruin. He lost his practice at the bar, because he could not trust him to keep his engagements. He became renowned in London as a gambler, a spendthrift, a scapegoat of every kind. I think from saying to what depths of degradation sank this richly gifted generous man. As he has disappeared from Parliament and from society, he has lost the prime of life, and every one regarded him as turned over. But after some years he arose up again, resumed the practice of his profession in Dublin, and was said to have put aside his sins—not of his youth, but of his manhood. He became a most successful and very eloquent pleader, and a profound and a witty lawyer, as well as a persuasive, powerful orator. He now recovered his former popularity, and he has, I believe, well-nigh regained his place in society. If he goes into Parliament again,

and becomes the leader of the Irish National party there, he will lead to that party a force and a stability which would hardly want. Setting aside Gladstone and John Bright, of the English party, the English Liberal is far from eloquent and capable with big, fervid Isaac Butt. If he really does set out in a new career, every one will wish him well. The man never, I think, had an enemy, even among the creditors whom he neglected, and whose names were in his pocket, and who were waiting for him to do something worth paying. After all, he will have time to make a name, for although he is a distinguished man five and thirty years ago, he is not sixty years old now. He began life soon, and lived many lives. Perhaps he will find his real career at last."

JOHN MARTIN ON IRELAND'S REAL GRIEVANCE.

Mr. John Martin, M. P., has written to the London Times with reference to the Dublin riots, in which he sharply criticises the English view of Irish questions, generally denouncing the English Government, and the English people is not the measure by which they are kept in subjection, but the subjection itself, which they are bent on having removed. The Times, replying to the letter, contends that the policy which has arisen out of the union is not the cause of the present state of affairs, but that there exists no such thing as Irish subjection, and that on the whole, Ireland is in a better position, so far as her position in the state goes, than England, Scotland, or Wales. Mr. Martin writes—

"I desire that the constitution of King John's, and Commons should be restored in Ireland, and that a Sovereign should be elected in Ireland. I desire to see the Queen exercising her constitutional function in Ireland, and governing my country through a free Irish Parliament. I try to do my duty as an Irish subject, and I desire that the Queen should be restored to her constitutional position in Ireland. That is what I understand by my loyalty to the Throne. But no English commentator flatters himself by loyalty to the throne I mean allegiance and subjection to him and his countrymen. And he assured that in my judgment the charge of disloyalty, in this happy nation, is against you and your countrymen, who prevent the rightful constitutional exercise of the Queen's authority in her kingdom of Ireland, and not against Irish patriots like me, who strive to restore the constitutional rights of our nation. I think it is simple logic to say that I wish to see the Queen restored to her position in England for a policy of coercion alone, and the struggles of another English party (to which you intimate that yourself belong) for 'better things.' We have made up our mind that your policy towards us is adopted and refused entirely from consideration of your own selfish interests and convenience. Whether you take measures to strike terror or to soothe and conciliate—whether you keep us in obedience or leave us with better things (by which you mean partial redress of some of the wrongs you have inflicted on us)—we believe that you consider exclusively your own security, your own material profit, your own national reputation in Europe, your own temporary convenience. It is your own selfishness, and not our good, that is your object in my opinion, of any great moment to Ireland. The policy of brute force may have, imprisonment, and banish a few more of the Irish than the policy of 'better things,' but the latter policy will corrupt and demoralize us, and will do us more harm than good. We will not be free as you are, and we will not be ruled by you as you are, and we will not be ruled by you as you are. We shall never be content to remain your subjects. Consider whether it is wise for you to persist in holding us subject to you against our will. As I say, you talk of 'better things.' What are they? You talk of 'England.' I have shown you how hated to the English? Can you specify any wrong we have done you? Have we pretended to rule you, to make laws for you, to tax you, to spend your taxes, to disarm you, to treat you as our subjects, and to rule you as you rule yourselves? Which people are it, the Irish or the English, whose acts are acts of hatred to the other?"

THE HON. J. L. PAPINEAU.

(From Montreal Star.)

The Hon. J. L. Papineau, who died on Saturday, at Montebello, the Mansion of his Seignory on the Ottawa river, was one of the old landmarks of Canadian history now passing gradually from amongst us. Mr. Papineau's life has been an eventful and stirring career, and keeping in view the old and human grandeur of his life, we will at this moment abstain from those strictures which a considerable portion of his public acts more prominently present to us as obnoxious to comment. Mr. Papineau entered Parliament about forty-five years since, when he was elected for the Province of Quebec and strong attachment to the British Government and connection. He often at that period talked of his father's and grandfather's remembrance of the tyrannical conduct of the old French Governors, under whom they had lived, and he ordered many wrongs Mr. Papineau did not find this conduct agreeable with the feelings of his colleagues, and he gradually rounded, and became what the press and agitators of that period called a patriot. The party to which Mr. Papineau attached himself had no principles which would, in the present day, bear analysis, and may be summed up in the sentence—"I hate everything British," with the same aims as the "Programme" of to-day. Mr. Papineau was eloquent, a man of good presence, his old French family, rich and had the ear of the old Frenchmen; but like all agitators who live to lose, was driven beyond prudence by those who had nothing to lose, and all to gain by the scrambling consequent upon a rebellion. Mr. Papineau was chosen speaker of the House of Representatives, which office he held at the time of the breaking out of the Rebellion in 1837, and was amongst the earliest of the "patriots" to take refuge in the United States from the perils of their misguided tenacity in attempting an overthrow of the British Government in Canada, without money, arms, or discipline—except even the discipline necessary to make the best of the small means at their command. After many years of exile, Mr. Papineau was permitted to return, and all his property was restored to him. Since then, the blandishments of his manners and his social amenities have served to dissipate the recollections of his former indiscretions, and Mr. J. L. Papineau has died in his 85th year, with a more sincere regret from large numbers of personal friends of all shades of politics and opinions than usually fall to the lot of those who have exceeded by so many years the allotted term of human existence. Mr. Papineau was one of those genial, kind, sympathetic men whose cheering smile and cordial welcome made the advance of age unnoticed in him.

THE RAILWAY DINNER.

On Thursday evening, about seventy five gentlemen celebrated the turning of the First Sod of the Prince Edward Island Railway, by dining together at the St. Lawrence Hotel. His Worship the Mayor, assisted by Lieut. Colonel Neil Rankin, presided over the company, which included many of the leading professional and business men of the city, as well as several prominent merchants from Summerside and other parts of the Island. The tables were abundantly supplied with the "good things," and the dinner was all that the most critical in the art cuisine could desire. After "ample justice" had been done the splendid repast, "the feast of reason" commenced.

The regular toasts were as follows:

1. Her Majesty the Queen and Royal Family.
2. The President of the United States.
3. The Lieutenant Governor of Prince Edward Island.
4. The Army and Navy.
5. The Bench and Bar.
6. The Railroad.
7. Mrs. Robinson and the Fair Daughters of Prince Edward Island.
8. The Press.

The American Consul thanked the assemblage for the cordial manner in which they had responded to the toast to the health of the President of the United States, and hoped that the good feeling at present existing between the country which he represented and Great Britain would never be disturbed. (Cheers.)

Hon. T. H. Haviland, being called upon to respond to the third toast, said he felt it unnecessary to make any lengthy remarks in reference to the gentleman who held the same relative position towards us, and who deserved the same respect as does our gracious Queen in England. Under Colonial and Responsible Government he held and exercised the prerogatives on behalf of the Crown; and from the intercourse which he had with His Honor Governor Robinson, he felt sure that these would be carried out in accordance with the well understood wishes of the people as expressed by their representatives in Parliament. (Cheers.)

Capt. F. S. Longworth, in reply to the "Army and Navy," made a very happy speech. He said he did not know why he should be called upon to respond to this toast when he saw before him Captain Lord and others of his brothers in arms in all the glorious panoply of war. (Applause and laughter.) Though he felt incapacitated to do justice to the subject, he would say that it was an honor to wear the same uniform as the army of Great Britain whose soldiers on many a battle field had won imperishable renown. (Cheers.) And he believed the Volunteers would never dishonor the profession of arms—although a few "R. P.'s." Mr. A. McNeill, in his usually eloquent style, replied to the same toast. He said that though the Island Press was at times bad enough, yet it was not so scurrilous as the Nova Scotia press. The press of that Province was low indeed, and he thought the numbers of it would do well to imitate the New Brunswick press, which was far above that of Nova Scotia in ability and high moral tone. Some of the utterances of the press were oftentimes contradictory and ill advised. He had the files, and made selections from some newspapers, and he would say, without fear of contradiction, that when some of the precious extracts were placed side by side, they vividly portrayed the depravity of fallen nature. (Laughter and applause.) A portion of the press in every colony, it seemed, pandered to the ignorance and prejudice which may prevail; but other portions bravely stood the tide, and stood up for truth and justice. The negotiations about the contract had furnished material for detractors to malign men in every station of life have shown themselves good citizens and upright men. (Cheers.) The Railroad was now a living reality; (Cheers.) and the fair aim of the party that were the means of making it such shall live, whilst the miserable slanders of their opponents shall perish. (Cheers.) He held no office under the present Government, and therefore could say that he was free to oppose them; but, so far, he could not but respect the characters of men in the present Government, even when he was opposed to them, but now as they were carrying out the Railway policy—which he believed would prove a boon to our country—he could not listen to the base and groundless slanders that were uttered against them. (These slanders, however, would pass away, and the good would remain long after they were forgotten. He

New York, Oct. 3. Gold 114. Exchange in small demand at five rates.

Secretary Seward and Mr. Ashbury, owner of the yacht Lionard, arrived to-day in the steamer Java.

Ship James Booth founded in the Bay of Biscay in the late storm. Nineteen men were drowned.

Southern, the actor, sailed for New York to-day.

Five hundred women, employed in the Flint Mills at Bolton, have joined the strikers and quit work.

The alleged ill-treatment of German residents of France has called forth a strong protest from the German Government, while the continued German occupation aggravates the indignation of Frenchmen.

New York, Oct. 3. Four miners were killed yesterday by an explosion of sulphur in a Potville colliery, and the other workmen sought to escape from Sing Sing yesterday.

Three men were killed, sixteen injured—ten fatally—by the falling of a bridge holding on the Missouri, Kansas and Texas Railroad.

An aeronaut at Potsdam, Ind., became entangled in the ropes of a balloon and was carried up a mile into the air.

Brigham Young was arrested yesterday, on the indictment of the Grand Jury, of adultery with his wife. It is reported that the indictment for murder will be presented to-day.

New York, Oct. 4. Mayor Hill was arraigned in court to-day, charged with selling fraudulent warrants on the city treasury. The case was continued.

The liquor prohibition party in Massachusetts today nominated Judge Pittman for Governor, and the electors were nominated (Boston Herald). Exchange framer. 60 day bills 108 1/2. Gold 113.

New York, Oct. 4. The cable reports console 93 1/2. Five miners were killed yesterday by explosion in a colliery near New York.

The Italian Government have determined that no Professor of the University of Rome will be permitted to continue the exercise of his functions without taking the oath of allegiance to Italy.

A court martial at Versailles is investigating the conduct of the general officers who surrendered their forces to the Prussians in the late war.

Ch'town, October 9, 1871.

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denounced as swindlers by slandersers, and though they were accused of being extravagant, yet he could say for himself and colleagues that what they had done was conscientiously performed, solely in the interests of the country. He said he could defy any one to prove that in their action upon the letting of the Railway, or anything else that himself or his colleagues had ever done anything that was derogatory to the characters of honest men. Several of us have no salaries, and we do feel when we give a portion of our time in the public service that it is unjust for our enemies to strive not only to injure our political characters, but to destroy us as business men and as private individuals. If the Government can be justly blamed, it is that they dealt too considerably with Mr. O'Brien (Hear! hear and cheers.) In regard to the tender of the Messrs. Walker, the Government could not legally do otherwise. They wanted the Act altered, but he for one would never consent to have all or a large portion of the debt as issued by the work was done. Banks might fail, individuals might fail, and a commercial crisis might come, and then our position as a Colony might be jeopardized. The question of calling the Legislature to put ourselves in this position is too ridiculous to contemplate. (Cheers.) Mr. O'Brien's order requiring deposit of cash consols, or Bonds of Canada, Nova Scotia or New Brunswick, to accommodate him. On his representation of the value of his horse railway, we offered to take it, with good personal security. We gave him time, he asked for more; we gave him that, and then he came with a mortgage still on the horse railway. He offered an indemnity for the \$50,000 mortgage; but it was an insult to business men to ask us to take such security. The personal security, moreover, was not such as we could be justified in taking. Though the names were respectable yet we knew that they were not in a position to be held responsible for \$40,000 above their means of carrying on business. Mr. O'Brien had no right to put in a tender without good security. He was a shrewd, clever man, but he did not act in the matter of getting securities like a business man. When he had failed to get sufficient security, Mr. Shreiber was telegraphed to, and offered the contract; and when he came here he would not have got the contract unless he had done so, he did, give in the securities that the law required. If Mr. Shreiber had asked a week to provide his securities, he would not have got it, because we felt there was too much time lost already. (Cheers.) We knew that we had spent too much time waiting for Mr. O'Brien. (Hear, hear and cheers.) Mr. Shreiber gave us good securities and we closed with him. From his reputation. I have strong hope that he will build us a good road. He has skill himself, and has skilled labor with him, and no doubt can build us a road that will reflect credit upon himself. No man can be more desirous than the Government that the Colony should get the full value of what the Railroad will cost; and when it is built, we trust to have and deserve the approval of our fellow colonists. (Cheers.)

Andrew Mitchell, Esq., said he would ask Mr. Pope if there was any truth in the statement made in a paper that he Mr. Pope, had admitted in Summerside that there was a Railway Ring. He asked the question, not that he believed the assertion, but to give Mr. Pope an opportunity to explain.

Hon. J. C. Pope in reply said that the statement in the paper alluded to, was untrue. He did answer the false statement though he had not time and considered that the persons in certain papers which slandered and blackguarded better men than themselves, were beneath even contempt. He could not have made a statement that there was a Government Railway Ring because he knew of none. (Cheers.)

Robert Shaw Esq., was called upon to reply to the seventh toast. He made an eloquent speech, in which he said he believed that the Railway Bill was one of the best ever introduced to serve the interests of the people, and he felt sure that the memories of those who passed it, would live long and be honored in the annals of Island history.

Donald Cameron, Esq. M. P. P. was also called upon; and said that he believed that the Island Railway would prove of the greatest benefit to the country, and would be appreciated by the ladies as well as the gentlemen.

Mr. Bowers, on being called upon, made a few remarks in response to the eighth toast—"The Press." Mr. A. McNeill, in his usually eloquent style, replied to the same toast. He said that though the Island Press was at times bad enough, yet it was not so scurrilous as the Nova Scotia press. The press of that Province was low indeed, and he thought the numbers of it would do well to imitate the New Brunswick press, which was far above that of Nova Scotia in ability and high moral tone. Some of the utterances of the press were oftentimes contradictory and ill advised. He had the files, and made selections from some newspapers, and he would say, without fear of contradiction, that when some of the precious extracts were placed side by side, they vividly portrayed the depravity of fallen nature. (Laughter and applause.) A portion of the press in every colony, it seemed, pandered to the ignorance and prejudice which may prevail; but other portions bravely stood the tide, and stood up for truth and justice. The negotiations about the contract had furnished material for detractors to malign men in every station of life have shown themselves good citizens and upright men. (Cheers.) The Railroad was now a living reality; (Cheers.) and the fair aim of the party that were the means of making it such shall live, whilst the miserable slanders of their opponents shall perish. (Cheers.) He held no office under the present Government, and therefore could say that he was free to oppose them; but, so far, he could not but respect the characters of men in the present Government, even when he was opposed to them, but now as they were carrying out the Railway policy—which he believed would prove a boon to our country—he could not listen to the base and groundless slanders that were uttered against them. (These slanders, however, would pass away, and the good would remain long after they were forgotten. He

denounced as swindlers by slandersers, and though they were accused of being extravagant, yet he could say for himself and colleagues that what they had done was conscientiously performed, solely in the interests of the country. He said he could defy any one to prove that in their action upon the letting of the Railway, or anything else that himself or his colleagues had ever done anything that was derogatory to the characters of honest men. Several of us have no salaries, and we do feel when we give a portion of our time in the public service that it is unjust for our enemies to strive not only to injure our political characters, but to destroy us as business men and as private individuals. If the Government can be justly blamed, it is that they dealt too considerably with Mr. O'Brien (Hear! hear and cheers.) In regard to the tender of the Messrs. Walker, the Government could not legally do otherwise. They wanted the Act altered, but he for one would never consent to have all or a large portion of the debt as issued by the work was done. Banks might fail, individuals might fail, and a commercial crisis might come, and then our position as a Colony might be jeopardized. The question of calling the Legislature to put ourselves in this position is too ridiculous to contemplate. (Cheers.) Mr. O'Brien's order requiring deposit of cash consols, or Bonds of Canada, Nova Scotia or New Brunswick, to accommodate him. On his representation of the value of his horse railway, we offered to take it, with good personal security. We gave him time, he asked for more; we gave him that, and then he came with a mortgage still on the horse railway. He offered an indemnity for the \$50,000 mortgage; but it was an insult to business men to ask us to take such security. The personal security, moreover, was not such as we could be justified in taking. Though the names were respectable yet we knew that they were not in a position to be held responsible for \$40,000 above their means of carrying on business. Mr. O'Brien had no right to put in a tender without good security. He was a shrewd, clever man, but he did not act in the matter of getting securities like a business man. When he had failed to get sufficient security, Mr. Shreiber was telegraphed to, and offered the contract; and when he came here he would not have got the contract unless he had done so, he did, give in the securities that the law required. If Mr. Shreiber had asked a week to provide his securities, he would not have got it, because we felt there was too much time lost already. (Cheers.) We knew that we had spent too much time waiting for Mr. O'Brien. (Hear, hear and cheers.) Mr. Shreiber gave us good securities and we closed with him. From his reputation. I have strong hope that he will build us a good road. He has skill himself, and has skilled labor with him, and no doubt can build us a road that will reflect credit upon himself. No man can be more desirous than the Government that the Colony should get the full value of what the Railroad will cost; and when it is built, we trust to have and deserve the approval of our fellow colonists. (Cheers.)

Andrew Mitchell, Esq., said he would ask Mr. Pope if there was any truth in the statement made in a paper that he Mr. Pope, had admitted in Summerside that there was a Railway Ring. He asked the question, not that he believed the assertion, but to give Mr. Pope an opportunity to explain.

Hon. J. C. Pope in reply said that the statement in the paper alluded to, was untrue. He did answer the false statement though he had not time and considered that the persons in certain papers which slandered and blackguarded better men than themselves, were beneath even contempt. He could not have made a statement that there was a Government Railway Ring because he knew of none. (Cheers.)

Robert Shaw Esq., was called upon to reply to the seventh toast. He made an eloquent speech, in which he said he believed that the Railway Bill was one of the best ever introduced to serve the interests of the people, and he felt sure that the memories of those who passed it, would live long and be honored in the annals of Island history.

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