

not know the exact number conveyed by that mail-coach, but he knew that at one time the number of passengers conveyed compelled the driver to put on an extra horse. If a railroad were once established, there would, no doubt, be twenty passengers for every one there is at present. The mail-coach formerly went from Charlottetown to Summerside but once a week, but the trips were increased to twice a week, and latterly to once a day, and yet the coach had as many passengers as it could carry. To oppose the construction of a railway was a retrograde movement, for the time had arrived for the commencement of the undertaking. It had been stated that the proprietary lands should all be purchased before building a railroad; but he thought it possible that time might never come, for the proprietors could not be compelled to sell their estates. If those lands could be purchased it would greatly benefit the country, but a compulsory law would not be allowed by the Imperial Government. He, for one was not afraid to entrust the Government with the construction of a railroad, for he believed they would carry out the work to the satisfaction of the country. It was for hon. members to say whether the Government should proceed at once with the work. It was his opinion that the Government would adopt such measures as would carry it out to completion. He had heard it stated at the Rustico meeting that the Government were not to be trusted with the undertaking; but that was not a sound argument, for the Government could only work by the consent of the majority of the House, and then they had to contend with the Opposition besides. Some of the leading men in the Government had been very successful in business, and that was a good criterion of their ability to undertake the construction of a railroad. For his own part, he did not see any difference between the measures brought forward by the Liberals and those by the Conservatives. The Conservatives had become Liberals, just as much as the Liberals had become Conservatives. He hoped hon. members would give the matter contained in the paragraph due consideration, and that they would not pass it lightly, for it was very important. Our debt was very light, compared with the debts of the sister provinces, but if they had debts, they had public works to show for them, which we had not. He had no doubt whatever that a railroad would be the means of increasing our trade 100 per cent.

Mr. ARSENAULT thought that if no more opposition could be offered to the construction of a railway, than had been given, it was an omen of success. It had been stated that the mail carrier to the westward had only one passenger per week; he (Mr. A.) had frequently met him, and he had always seen him conveying a good many passengers. When the price of a passage was two or two and a half dollars, there would not be as many passengers as when the cost was only five or six shillings. If the coachman got as many passengers as he could carry at the higher price, what number would the railway convey at the lower one?

Mr. HOWAR said that in stating the number of passengers per week conveyed by the Western Mail carrier, he had only reported as he had heard, not from what he had seen. The hon. member for Tignish (hon. Mr. Perry) had alluded to the dredging of Crapaud Harbor, and stated that it had been done at the expense of the Government. This was not correct, for the Crapaud people had accomplished all that had been done at their own expense by laying a tax of one half penny on every bushel of oats shipped from that harbor. He would oppose taxing the whole population of the Island for a work which would only benefit a few localities.

Hon. Mr. McEACHEN said that the conveying of only one passenger per week by the mail coach, could be easily accounted for. It was very probable that the people along the road through which it passed, had the means at their own control of travelling just as fast as the mail carrier; but if there was a railroad from Cascumpec or Tryon to Charlottetown, the number of passengers on those routes would be greatly increased on account of the speedy and comfortable mode of conveyance. Merchants would not then be obliged to drive their own teams, for they would have the means of traveling twenty miles per hour. If hon. members had the advantages of a railroad that evening, they would not have been begging for leave to go home to see their friends; they could step into the cars and some could go to the west end of the Island to their homes, and could return on Monday in time for business. Indeed all hon. members, even those from the most distant part of the country, could proceed to their homes every evening if they desired to do so, and return next morning in time to resume their labors. He had not heard any arguments, so far, that would persuade him that a railroad was unnecessary.

Hon. P. SINCLAIR thought that if every farmer had a team of his own, as stated by the hon. member for Souris, he would not require a railroad in order to travel, for he had the means of doing so at his own command. In most countries there was a large floating population and numerous factories in which considerable numbers of people were employed, and as that class of people generally owned no horses, there was considerable travelling by railway; but it was not so in this country. He thought there was not sufficient information on the matter laid before the Committee in order to enable them to give the subject the consideration which it required. He agreed with the hon. member for Summerside (Mr. McMillan) that the House should be informed where the road was to be located; for if it does not extend to Souris, the hon. member for that place (Hon. Mr. McEachen) would not support it. The Government should get the track surveyed in order to find what rivers would have to be crossed and what the exact length would be, before proceeding any further. As there had not been a word said about building a railroad at the General Election, public opinion should be more fully consulted before any steps were taken to carry out the work; for if it was not the wish of the people, the Government would not be justified in thrusting it upon them.

Hon. Mr. McEACHEN said that perhaps the hon. member for New London, (Hon. P. Sinclair) thought to put variance between him and his constituents; if so, his purposes would be thwarted. He believed that the Government would do Souris justice. He was not particular as to what name was given to the railroad, as long as it was built. It might be called a grand trunk or branch line. He did not believe the hon. gentleman of the opposition opposed the construction of a railroad, from the conviction that it was not required, but for mere opposition's sake. Surely they did not think the Government were so mad as to undertake the work without ascertaining the route on which the road was to be built. If the majority of the people did not approve of it, they would not be called upon to pay additional taxes for its support.

Hon. B. DAVIES would protest against the uncalled-for haste with which the question before the Committee was taken up. The obtaining of a majority in favor of a railroad at a public meeting in Charlottetown, was not a sufficient index to the views of the people in the country districts. There had never been much sympathy between the people of the town and those of the country; for, in all the great struggles of the farmers, to free themselves from the proprietors, the people of Charlottetown had been their studied and determined enemies. It was not to be wondered at that the people in general were becoming seriously alarmed at the attitude of the Government in reference to the

building of a railroad. The people of Queen's County were becoming alarmed, and men of means were extremely anxious lest the Government should force it upon the country. Although there might be persons at the extremes of King's and Prince Counties in favor of it, the vast majority of the people in general, were much opposed to it; and he was sure the hon. Leader of the Government would ascertain the opinions of the people before proceeding further with the matter. Queen's County was very poorly represented in the House; according to her population and resources, she should have nearly as many representatives as the other two Counties. It was evident to all that that county should have three or four more representatives; particularly when such a great measure as the building of a railroad, was in contemplation. The construction of a railroad through the Island at the present time would be premature, and he hoped and trusted that the Government would have discretion enough to see that the question should be more fully sifted, and that the people should be allowed to express their views in reference to it. If it was persisted in by the Government, petitions would come in from all parts of the country, asking that it should not be taken up. Meeting after meeting had been held throughout the country, and the almost unanimous voice of the people had been raised against the building of a railroad by the Government. Every member of the House would agree to the building of a railroad by a private company, and he, for one, would support a subsidy for it, and also a right of way, when the question was fully settled, if the people agreed to it. He would never support it without consulting his constituents, and knowing the views of the people throughout the Island. The work would, no doubt, be a profitable one to merchants and speculators; for they would take contracts, for which the Government would have to pay them. We had a Steamboat Company and a Gas Company, and other companies, all of which had a strong voice already in the Government; but a railway scheme would cap the whole. The money spent in the country, while a railroad was in progress of construction, would, no doubt be a benefit, but the expenses would ultimately be ruinous to the agriculturists and the people generally. He would not sacrifice the interests of the people, even if he were to make a fortune out of the speculation. He represented men far wealthier than himself, and more independent than many who were rolling in riches; for he looked upon the yeomanry as the bone and sinew of the country. If the railway were proceeded with, it would produce such an excitement through the country as had never before been heard of.

Hon. Mr. PERRY.—The hon. member for Belfast had stated that Queen's County was not fairly represented in the House of Assembly, in proportion to her population; but he (Hon. Mr. P.) believed that more than half the revenue was generally spent in that county. Her people enjoyed many advantages and conveniences which the people of the other Counties knew little of. They enjoyed the benefit of a steamboat three times per week, when navigation was open, and by passing over to Shediac, could get the advantage of a railroad. They had also better markets, and better harbors for exporting their productions, while his constituents, one hundred miles from Charlottetown, did not enjoy half those advantages. The views of the hon. member for Belfast were, in his opinion, too narrow altogether: because his constituents would not derive as much benefit from the railroad as those of distant parts of the Island, was no reason why it should not be entertained. If a railway was to be a public benefit, let the subject be discussed in a public and liberal spirit. It was very small indeed to cry out, "we are going to be ruined; it is a dreadful thing," &c. Let the matter be discussed in a progressive spirit, and let hon. members look at the effects of railroads in the other Provinces. The people of New Brunswick declared that they did not feel their taxes pressing heavily upon them; and they could handle a pound now, where they could only get a dollar a few years ago, before the construction of railways. If the taxation in this Colony, on account of the construction of a railroad, were a little higher, the people would pay it a hundred per cent easier than they did at present, and the hon. member for Belfast knew that well. Why should the people be kept jogging on at the same old pace as their fathers had done before them? why not improve with the rest of the world, and keep pace with the times?

Hon. Mr. WIGHTMAN.—The hon. member for Tignish had the consent and support of his constituents in advocating the construction of a railroad; but there were other members whose constituents were strongly opposed to it, and therefore could not be expected to support it. When he, (Hon. Mr. W.) heard the Hon. Leader of the Government state the great expense attending it, and the vast quantity of freight which was likely to be conveyed upon it, he thought the day had not arrived to require such great accommodation. £5,000 per mile for the road, with all the necessary appliances did not seem a large amount; but when the cost of 120 or 130 miles of road was reckoned, it was found to be a very large sum. He understood the Government would pledge the faith of the country for the payment of the interest; if so, he could not quite give it his support without the consent of his constituents. Every man in the Colony was interested in the matter; for all would be taxed in proportion to what they consumed. He had met two or three of his constituents lately, who strongly opposed the building of a railroad, but were not opposed to his supporting a survey of the route, for the purpose of ascertaining what the expenses of construction, &c., would be, and what part of the country the road would pass through, to enable the people to judge for themselves. He was, therefore, prepared to go that far. The matter should lay over till next year, by which time the people could direct their representatives what course to take in reference to it; and the latter would have the returns of the survey to guide them. The hon. member for Cardigan, (Mr. A. C. McDonald) had stated that he, (Hon. Mr. W.) had no objection to put his hand into the public purse for the purchase of a dredging machine, but he opposed the railway. He thought a dredging machine was necessary throughout the whole Island; but, as he had not the consent of his constituents at that time, to the building of a railroad, he felt bound to oppose it at present. When the people turned in favor of it, he would gladly support it.

Hon. B. DAVIES.—The hon. member for Tignish (Hon. Mr. Perry) had stated that the people of the other Provinces were better able to pay their taxes on account of the advantages which they received from their railways. No wonder it was so; for the Canadians had drawn from the Imperial Government at the rate of three millions per year, in one way and another; but that would not always go on. How did the railway affect Nova Scotia, when she built the first fifty miles of it? And that was a province with three times our population. Hon. Mr. Howe declared that £2 10s. or £2 15s. was all that they could grant for the common roads during the next year; the remainder of the revenue having been spent, principally, on the railroad. But he (Hon. B. D.) believed that, if the proposed road were built in this Colony, we would be placed in a worse position than Nova Scotia had then been.

Mr. McNEILL said that the hon. member for Belfast had made a very short speech, but a very sensible one. He did not think the Government would force the matter upon the people so precipitately as had been supposed. The question had been agitated in New Brunswick for a long time—ever since 1842—and he thought our government should follow that example, and not be too hasty.

There were intelligent men in the country, quite as able to discuss the question as any hon. member of the House, and time should be given them to think on the matter. There was no government or statesmen who deserved the name, that would force the measure so precipitately upon the country, as not to allow the people time to give their decision upon it; for they would require a very strong majority to carry it. The New Brunswick government had carried the Maine Liquor Law by only a small majority, and the consequence was that it was repealed after only two years had expired. If a railway were once started, there would be no repealing it, for it would have to be carried on. He believed the western part of the Island would be benefited by the railroad, but it would not be justice to tax the whole Island to such an immense extent, for the benefit of only a portion of the population of Prince County. The inhabitants of the extreme west had, no doubt, great inconvenience in getting their produce to market; but many other parts of the country would receive little or no benefit whatever from a trunk line of railroad. If the Government attempted to carry the measure, it would provoke a most tremendous discussion. He believed the Government had no intention to carry the measure; but the introduction of the subject was a sign of progress, and the road might be built some time or other. Our ports were so near the interior of the country—indeed we could scarcely be said to have any interior—and people had to keep horses and carriages, so that he could not see there was any great necessity for it. During a considerable part of the year, there would be no outlet for our produce, and it would be an expensive job to keep up communication with the mainland, or with the ocean, in winter. It was not because the present Government had the matter in hand that the people in general were so much opposed to it; for he believed they would oppose it, no matter what government undertook to construct it. If it were undertaken, it would involve the country in such difficulties, that it would never be in a position to pay the cost of construction.

(To be Continued.)

IS THE TRADITIONAL YANKEEDYING OUT.

Out of the total population of less than a million and a half in Massachusetts, one-fourth are foreigners—according to the return of the new Census just published in the complete official form. The exact figures are as follows: Total population, 1,457,351—natives, 1,104,008; foreigners, 353,343. The statistics justify some of the dismal glooms which have been uttered, for years past, by the desponding descendants of the *Mayflower* people. The land of the Yankee is losing its traditional flavor. The shadow of Plymouth rock is shrinking back towards the desolate strip of sea-coast whence it started. The twang of the Irish accent is displacing the nasal resonance of the old bucolic districts; and the bland and child-like smile of the Heathen Chinese is visible in place of the hollow-jawed solemnity of the Puritanic visage. In the whirling mills, the sweet-faced and trimly proper Lowell factory-girls have given way to a race of women whose muscular performances are totally unrelieved by the literary pastime of contributing to an *Offering*; and the new Babel or sounds is varied by the mongrel of the newly imported "Kanuck." Irish, English, Canadian and Chinamen have made sad inroads upon the old fashioned and precise habits of the greatest of the Yankee States. They are filling the places of profit, and aspire to the posts of honor, driving out the younger branches of the venerable Massachusetts stock, and getting the State into a new condition—on the whole, perhaps, an improved condition. The lamentations over things have been loud and deep, and the steady-going old Boston journals, each of which represent a clan or a clique, have speculated upon the future until they have become befogged; but the figures of the Census show how useless it is to cry out against Fate. The Sons of Massachusetts must emigrate; there is no help for it. Vast fields in the West await their coming, and their shrewd wit and undeniable habit of industry are wanted for the work of building up new and prosperous States. It is a melancholy reflection that the sanctity of the old Bay State should be doomed to desecration, but how can the Bay State help itself? It has failed to hold its own, and now it must change hands. Similar processes are going on in the other five New England States. Nearly one quarter of the population of Connecticut is foreign; more than a quarter of the population of Rhode Island is also foreign; Maine has 46,000 foreigners out of a total of 626,000; Vermont has 47,000 and New Hampshire 30,000 citizens of foreign birth. The limited area of these six little States afford no room for the prospective increase of both classes of population, and inasmuch as the incoming foreigners are content with cheaper ways of life than the independent Yankee—working for less and spending less—there is evidently no other solution of this New England problem than a wholesale emigration of the native element, during the next ten years, to broader fields in the newer States. Besides the statisticians tell us that the foreign races multiply more rapidly than the native, and so New England must make up her mind to see the old stock gradually displaced, through the operation of the natural laws of human increase, as well as those of social life and political necessity. In the West, the Yankee blood will get new life, and Plymouth Rock, we grieve to say, is fated to become a dim and disregarded tradition of the past.—*Commercial Advertiser.*

MISCELLANEOUS.

The stud of a Late English Lord, consisting of forty-nine hunters and six hacks, was lately sold in London, and realized over £10,000.

A correspondent writes from London that Robert Browning has never made more than £2000 from all his poems, and that but for a private fortune he would have starved to death.

Queen Victoria has recently given forty acres of her estate in the neighborhood of Coburg to the children of Prince Albert's nurse.

Governer Cooke, of the District of Columbia took possession of his official residence on Friday.

In Minnesota they call the Rev. Mrs. Tupper Wilkes a "ologeryman," and give her \$2,000 a year.

President Grant contemplates a visit to California at the close of April. He will remain there some weeks.

Massachusetts proposes to pay the members of its Legislature \$750 each per session without reference to its length.

The largest salmon ever caught in the Sacramento River was sent East on the 7th instant. Its weight was fifty-five pounds.

A German Lutheran minister, named J. G. Van Doren, committed suicide in the lock-up in Pittsburg, Pa., on Friday morning.

The lately deceased Prince Puckler Murkau, of Prussia, ordered in his will that his mortal remains be burned or destroyed by some chemical process. His physicians adopted the latter mode.

The people of Bordeaux manifested their patriotism at the arrival of the seven hundred and fifty members of the French National Assembly, by demanding fabulous prices for the poorest accommodations. President Thiers was charged six thousand francs a month for two small rooms, very indifferently furnished; and the government had to pay fifteen hundred francs daily for the theatre where the National Assembly held its sittings.