

The Examiner]

## DEBATES OF THE HOUSE OF ASSEMBLY.

(Continued from first page of this week's Examiner.)

### Speech of Hon. P. Sinclair, and Reply of Hon. G. W. Howland.

Hon. P. SINCLAIR said the hon. gentleman (Hon. Mr. Howland) should bear in mind that the revenue of the country to which he referred was ten millions a year, and that the cost of their railroads was but a trifling over one year's revenue. But could that hon. gentleman show him any country that had embarked in a speculation which exceeded in amount more than ten years' of its annual revenue? What the country would have to pay should first be clearly and distinctly laid down and placed before the people. The length of the road would be at least 150 miles; then there was the purchasing of the right-of-way, salaries of commissioners, and the expense of survey, which, with other contingencies, would, he felt persuaded, amount to a quarter of a million more before the road would be completed. A good deal had been said about the increase in the revenue, but nothing respecting the increase of expenditure, which that Hon. Committee knew always kept pace with the increase of receipts in the Treasury. The road would cost, before it would be finished, £7,000 a mile, which would involve the country in inextricable debt and difficulties, and saddle a tax upon the Colony, which would amount to at least £2 10s. for each family in the Colony. The Hon. Leader of the Government said there was a good deal of floating capital in the country, which would become invested in the railway; but, even admitting that capitalists would invest, yet he was convinced that it would still continue to draw at least £30,000 annually out of the country, even though payment was made in the first place by debentures, and the effect would be felt by their merchants in the difficulties which they would experience in getting exchange to meet their bills. The railway scheme, if proceeded with, would leave the country in a worse position than it was at present.

Hon. Mr. HOWLAND said the staple export of Queensland was wool, yet 150,000 tons of freight was carried upon their railway, and 10,000 passengers. But when that Colony commenced her railroad, its revenue was but £772,000 which, after the railway was in operation, soon increased to three times what it was before that period. That country could not have attained to her present position without a railway. Every interest in Queensland benefited by that enterprise. His hon. friend (Hon. P. S.) should surely recollect that much of the money spent in the construction of the road would be expended in the country, and of course would be circulated among the people. The prosperous condition of their people was evidenced by the state of their Savings' Bank. Their exports were increasing to such an extent that the balance of trade was becoming every year greater in favor of the Colony. Suppose, for instance, that a young man, setting out in life, was offered a farm with sufficient capital to give him a good start, at six per cent for thirty years, would it be wise in him to refuse it? He thought that no man of usual energy would be wise in doing so, and the case in point, when applied to the country, was precisely the same.

Hon. P. SINCLAIR, when speaking, forgot to draw the attention of that Hon. Committee to a statement contained in the Year Book for 1871, which placed before the public the financial condition of the railroad in the Dominion. On page 194 he found the following:—"We submit our usual tables of railway traffic, which are, in many respects, very imperfect. They are compiled from the Government tables in the Canada Gazette. Several railroads seldom or never send in returns to the Government; and those which do make omissions which mar the completeness of the information, such as the Grand Trunk, the St. John's to Waterloo, the Montreal and Vermont, the Province Line, and the N. Scotia Railway, although it is under direct Government management." From which it appeared that no reports had been sent in for those roads, so that when the hon. member for Tignish said that he (Hon. P. S.) had to go back to 1867 for his information, he was in error, as the extract he read was in the Year Book for 1871.

Hon. Mr. HOWLAND could assure the hon. gentleman (the member for New London) that for the last three years Reports of the earnings and expenses of the railroads in the Lower Provinces had been made.

### Hon. J. C. Pope in answer to arguments against Railway.

Hon. LEADER OF THE GOVERNMENT thought the Committee should bring the discussion to a close. He knew the hon. member for New London was well read, but regarded the arguments he made use of as untenable. To say that because no country of the same extent had undertaken a work, the cost of which would so far exceed their revenue, would apply if they proposed to undertake and build a road directly from the resources of the Colony; but, when such was not the intention, the arguments of the hon. gentleman did not apply to the question at all. Suppose he (Hon. Leader of the Government) had no capital, and he wished to work a farm, and £1,000 was offered to him at six per cent for thirty years, would he not be much better off by accepting the offer than to spend his days plodding along without means to turn his labor to a profitable account? He (Hon. Leader of the Government) believed he would, and that he would set very forcibly indeed if he rejected it. Was not the proposed mode of building their railway similar? Much money would be thereby circulated in the country, and as money made money, their people would profit by that operation. There was in that city and in the Banks large sums waiting investment, all of which would be put to use; and he believed that during the next three years—the probable time which it

would take to complete the road—that full one-half the sum which the road would cost would be spent in the country. They knew that many farmers, who were situated so that they could avail themselves of the advantages which were derived from the steamboats plying to their harbors, were growing rich, and had no doubt but that many of them would invest capital in the undertaking, and thereby retain among themselves much of the interest which it was apprehended would go abroad. Men wishing to invest invariably preferred Government warrants to any other security and it would be the same with the Bonds which must be given for the building of a railway. He had carefully considered the question, and he firmly believed that not more than £12,000 would, in any one year, be drawn from the Colony for interest; the balance would remain in the country, and that, instead of draining the resources of the Colony, it would make money more plenty, and give an impetus to the trade and industry of the Colony never before experienced; so that he thought the hon. member for New London, with all his acknowledged ability and shrewdness, would yet find that his calculations were not reliable. He was amused at the idea put forward during the debate by his hon. colleague (Mr. Howland) who imagined that, by means of the railway, 400 or 500 laborers might be added to the number of votes in a district, and brought forward to influence an election, and thus be used by the Government as an engine for political purposes. He believed his hon. colleague wished to overthrow the Government. (Laughter)

Mr. HOWLAND—No. He did not wish anything of the kind, but would give it a fair trial.

Hon. LEADER OF THE GOVERNMENT did not doubt but that the building of a railway would be the means of bringing more people into the country, and of settling much of the land still lying waste, but did not suppose they could be used by any Government for political purposes. As he did not feel well he was unable to go into the question as fully as he wished, but thought any hon. member would vote for the amendment would stultify himself, because it contradicted itself by asserting that it appreciated the advantages of a railroad, yet opposed considering the expediency of the undertaking. When a specific proposition was brought down, embodying a principle proposed to be adopted, it would be time enough to submit such resolution, but to introduce an amendment which would prevent giving any consideration to the subject, was ridiculous. The hon. member for Belfast, and his hon. Colleague, would prefer subsidizing a Company to having the work undertaken on the plan proposed. He knew that such had been done in some places, but the experience of those countries where subsidies had been so given, was such that they did not wish to continue them; on the contrary, it was becoming daily more apparent that such a policy was opposed to the general interest of the people. Some years ago, he (Hon. Leader of the Gov't.) did his best to induce his hon. colleague (Mr. Howland), to aid him to endeavor to have steam communication extended to Capraud, but was unable to induce him to lend him his influence and assistance.

Mr. HOWLAND supported such a movement.

Hon. LEADER OF THE GOVERNMENT.—Yes! but not until after steamboat communication had been extended there. But, at the time he referred to, the hon. gentleman would not support him in the proposal. No doubt he had done so since, but not then. To new projects which were beneficial to the country, the hon. gentleman's support could only be had after they had been introduced and found to succeed; but he would not face the difficulties attending their construction. He thought, when that hon. Committee took into consideration the fact that they were banking behind the age in not having a railway, and that such undertakings improved the countries where they were established, and considered the state of their roads, the difficulties attending the transport of produce, with the many disadvantages attending their present state of affairs, not one hon. gentleman on that Committee would oppose giving to the question his earnest consideration.

### Hon. Mr. Callbeck on the Cost of Railroad.

Hon. Mr. CALLBECK thought it was not well to go to such extremes in considering the question as he thought some hon. gentlemen had done, who had already spoken. It had been stated that the line would be 100 miles long, and that an offer had been made to construct it at the rate of £5,000 per mile, but nothing had been said about the other expenses which must necessarily attend the undertaking, which, in his (Mr. C.) opinion, would come up to at least £1,800 a mile, which would be altogether outside the contract or land damage. Such had been the result in other places, and he saw no reason why the Committee should suppose that such should not be the case also on this Island, for he, (Hon. Mr. C.) believed the right of way would cost more here than it had been in other places, inasmuch as the land had cost more, and was also, taking it as a whole, more valuable; so that, when all the cost outside of the proposed cost of building the road was included, they might set it down at £2,000 more per mile. Admitting such to be the case, the cost per mile would then be about £7,000, and assuming the line when completed to the points proposed to have it extended to, would be one hundred and thirty miles, thereby involving the country in a debt of £910,000, which would increase the public debt to 8 or seven times what it then was. He was not, therefore, prepared to sanction such an important undertaking until he had more time for considering the question. But while thus expressing himself, he meant no reflection upon the Government, but would not like to see the matter pressed forward too hastily. He believed the interest which the debt of the proposed undertaking would impose upon the country, would be equal to the present receipts in the Treasury. The impost receipts then amounted to about £69,000, and their whole revenue (not including the receipts at the Land Office) was about £90,000, and

their probable indebtedness would be increased to ten times the receipts of their present annual revenue; so that the annual interest alone would come up to within £15,000 or £20,000 of their present annual receipts in the Treasury. He made these statements because he thought that hon. Committee should look at both sides of the question, and also, lest, if that paragraph passed without opposition, the Government might consider it had a right to commit the country to the undertaking. But he (Hon. Mr. C.) doubted if the Committee would increase the debt of the Colony sevenfold, without allowing the people an opportunity to express their opinions thereon.

Hon. D. DAVIES would not support the paragraph if he considered that it was not non-committal, but quite agreed with the hon. member for Summerside, that no prudent man would make an offer to construct any important work unless he knew what he could do for, nor did he suppose that the company which made the offer to which reference had been made, did so without first ascertaining from a reliable source what the work could be done for.

### Angus McMillan, Esq., not opposed to the principle of Railroads.

Mr. McMILLAN admitted that he was not opposed to the principle of a Railroad, nor did he suppose any man in the country could be found who was. Every person living in Charlottetown, and also those who occasionally visited it, was in favor of side walks, and would admit that every street in that City should have them. But while that was the case, it was as true that not one man in ten was willing to be taxed for their construction, although they would readily admit how pleasant it would be to have them. Now if they could not afford to vote money for the side walks of the streets of Charlottetown, he did not think the country was able to afford to be so much more heavily taxed for a railway. In his (Mr. McMillan's) opinion, the most of the electors were opposed to the undertaking, although he did not doubt but that the merchants and others, who expected to get a slice of the profits, were in favor of it. He thought if the roads were macadamized to within eight or ten miles of the City of Summerside and other parts of business, it was all that was then required, and was surprised that any one should speak about building a railway before the line had been surveyed. No prudent man would proceed to manage his private affairs in the same way.

He knew the hon. member for Alberton (Hon. Mr. Howland) had at one time in his (Mr. McMillan's) hearing, expressed himself in opposition to Railways. But would not blame any man for changing his opinion, providing he could give satisfactory reasons for that change. It had been argued that the price of produce would be raised if they had a railroad, but he always saw that when their were the largest quantities of produce in the market, that the prices were regulated by the quantity in the market, more than by the state of the roads. What was then paid for carrying the produce had mails, would be less than at present had they a Railway, but not that which would justify so costly an undertaking. The distance from Caspeung to Georgetown, would be about 120 miles, and if branch lines were extended to Tignish and Souris, it would be at least 200 miles more, and when they took into account the purchase of the road, the law, and other expenses which would come up in connection with the work, it would be found that the estimate of the hon. member for West River (Hon. Mr. Callbeck) was not far below the mark. He (Mr. McMillan) was in favor of the broad principle, and believed nine-tenths of the people were in favor of the principle too, but would not go against the views of his friends or constituents, as he did not consider the time had arrived for committing the country to so costly an undertaking, and if his constituents were not satisfied with him, they had but to say so, and he would resign.

### Speech of Honorable Mr. Brecken, showing the influence of Railroads in developing the resources of countries in which they are constructed.

Hon. ATTORNEY GENERAL would remind that hon. Committee, that the paragraph merely referred to the advisability of discussing the principle to which he thought there could be no objection. It was generally admitted that this was one of the most prosperous Colonies in British America. Now what were they going to do? Was that hon. Committee going to say that the country was so miserably poor, that the representations of the general principle, which the construction of a railway involved? If the Committee did so it would proclaim to the world that this country was far behind the age, and he would not hesitate to say, that those who would vote against that paragraph would show that they had no energy. The Legislature had said, and the people had also said, that they did not wish to be taken under the wings of any country, but that they were prepared to shoulder their own burden in order that Prince Edward Island might maintain its present position. He had listened to the remarks of the hon. member for New London (Hon. Mr. Sinclair) with attention, because many of the hon. member's remarks, were well worthy of being considered. But did he (Hon. Mr. Sinclair) in what he had said, mean to hold up to that hon. Committee the idea that the public men of Canada made a great mistake, when they undertook the construction of a railway, and that their error should be held up as a warning to the people of Prince Edward Island? Did the hon. member mean to say that the public men of Canada, Nova Scotia and New Brunswick, sacrificed the interest of those provinces by the construction of those lines of railways?

Hon. P. SINCLAIR meant to say that judging from the statistics which had been published, it appeared that those Railways did not pay working expenses, and maintained that the Government should first have had placed before them all the expense like-

ly to be entailed by that undertaking before bringing it to the notice of the country. Nor did he believe that a railway would be of so much advantage to the Island as large as the hon. gentlemen seemed to suppose. The experience of other countries went to show that they promoted the interest of the capital, while they injured those of rising towns and villages. Nor did he believe that Summerside would derive those advantages from it which was expected. To be comparing a large and extensive country like Canada with Prince Edward Island was unfair.

Hon. ATTORNEY GENERAL was astonished to hear the hon. member say that because a railway would build up Charlottetown, it would necessarily follow that it would injure other places, as if it was possible for a wealthy capital to grow up in an impoverished country. He (Hon. Atty. General) had not compared this country to Canada; but he wished to know if the hon. member held the action of the public men of Canada in the matter of railways up for their disapprobation? Why the greater part of Western Canada, before it had been penetrated by railways was, to a great extent, a howling wilderness. He had travelled a large part of it, and in going through a splendid and wealthy country, was told by a gentleman who was with him, that before the introduction of railroads in that part of Canada, all that part of that magnificent Province was nothing more than an asylum for the fugitives of justice. (Hear, and applause.) Those who argued that the road should be built by a company which should be subsidized by the Government, he thought had not given to the question that general consideration which they should. He (Hon. Atty. General) believed it was wise to profit by the experience of other people, and they who would take the trouble to look carefully into the matter would, he thought, come to the conclusion that a great mistake had been made in England when private companies were allowed to have control of their railroads, nor was the time far distant when the British Government would have to buy them all out. Such also was the experience in other countries; and surely it would be unwise to adopt a policy which the experience of others had condemned. It had been already stated that on the road leading from Point du Chene to St. John, 90 per cent of the traffic was local, and when such had been the result along that barren and sterile tract of country, surely that Committee were justified in assuming that equally pleasing results would be realized on this Island among a much more thrifty people, and where all the land was good, (yes, and applause) He addressed those remarks to those honest anti-Confederate hon. gentlemen in the Opposition, and would ask them if they intended that the people of this Island were to travel on continually in the mud? (No.) Why to do so would be to label the country, and say, Oh, those miserable Islanders, they will have to do without a railroad. (Laughter) Such, in effect, would be what every man would say who voted against the paragraph in the Draft Address. He would reiterate the fact that they who voted against that paragraph would label the country, as it was not committal or binding that Committee to agree to the building of a railway. Although there were several who were then opposed to building a line of railway, yet he was sure if a line should ever be built, three years would not elapse from the time of its construction before the people, almost to a man, would thank the men who introduced it. Public men should inform themselves upon all such matters, and use their influence in endeavoring to lead public opinion. If such a work should be undertaken it would be the duty of the Government to see that proper guarantees and precautions were taken so that no advantage by jobbery or otherwise should be allowed. He thought the Leader of the Government deserved the thanks of the country for his efforts in that important matter. (Applause.)

Hon. J. C. POPE, Angus McMillan, Esquire, Hon. Mr. Brecken, Hon. B. Davies, Hon. G. W. Howland, remarks on various subjects, and regarding Leadership of the Liberal Party.

Hon. LEADER OF THE GOVERNMENT could not refrain from offering a few remarks upon the broad principle to which the hon. member for Summerside (Mr. McMillan) had referred, and was surprised to hear that hon. member say that while he believed nine-tenths of the people were in favor of the principle, yet he would oppose it because his political friends were not in favor of it. (Laughter) The opinion of the other hon. member for Summerside (Mr. Lefurgy) was much more sensible and worthy of a public man. The hon. member in effect, said, if left alone he would support the measure, but his leaders would not permit him to do so. He (Hon. Leader of the Government) would like to know who the political leaders of the hon. member were? Was the chief of those his hon. colleague (Mr. Howland)? And did he keep his followers under such subjection that they were not to turn their head or cast their eyes in any direction without his permission. (Laughter.)

Mr. McMILLAN was under the influence of his own judgment, and was guided alone by what he believed to be the wishes of his constituents, and if those who sent him there were not satisfied, they had but to say so, and he would readily resign.

Hon. LEADER OF THE GOVERNMENT.—The hon. member had virtually stated that he would be guided only by the progressive ideas of the hon. member for Tryon, (Laughter) and would only say if others did the same they would simply stultify themselves, as voting against the paragraph would declare they were so opposed to the measure that they would not admit that the question should even be considered.

Mr. McMILLAN thought the Hon. Leader of the Government had as much reason to look to some of his new found friends as he had to be finding fault with him (Mr. McMillan). He (Mr. McMillan) believed that the Hon. Leader of the Government and the Hon. Mr. Howland had been league together to break up the Liberal Party more than two years ago. He found that that party could not depend

upon that hon. member, and as he saw no man in his party who he thought qualified to make as good a Leader as he (Mr. McMillan) would like to have, had last year, of his own accord, spoken to the Hon. Atty. General (Mr. Brecken) who he wished to join them and become their leader, but that gentleman, he regretted to say, had declined. He had no confidence in the hon. member for Tignish; nor did he when he spoke to the Hon. Attorney General do so by the request of others, but on his own responsibility. He believed the majority of the people on Lot 17 were opposed to a railway while the most of those in Summerside were in favor of it.

Hon. ATTORNEY GENERAL had great respect for the hon. member, but when he spoke to him (Hon. Atty. General) he did not see any valid reason why he should separate himself from his political friends. The conversation was private and confidential, and would not have been referred to had not the hon. member brought it up himself. The responsibility attending the position of the leader of a political party was much greater than he (Hon. Atty. General) would wish to undertake.

Hon. Mr. HOWLAND was surprised at some of the statements of the hon. member for Summerside, and surprised that he censured him for joining with the Leader of the Government. If the hon. gentleman had no confidence in him (Hon. Mr. Howland) how came he to vote in caucus last session, in favor of him (Hon. Mr. Howland) as leader of their party, on the floor of that House. He had not sought the honor, and believed the reason why he was appointed was because they considered him the best qualified for the position, of any they then had in their ranks. But that hon. member told the Committee the reason why he went to the hon. Atty. General, was because he had more confidence in the hon. Atty. General, than he had in him (Hon. Mr. Howland) will be could but say that he was off the Island when the party chose him for leader, that he had not sought honor, and thought the hon. member showed that he was rather green, when he made such a proposal to the hon. Atty. General, but found that the gentleman was not quite so green as he supposed he was. (Laughter.)

Hon. B. DAVIES would remind the hon. member for Alberton, that he had not been chosen leader of the Liberal party in that end of the building on account of his abilities, so much as out of compliments to the other Catholic gentlemen with whom they then acted. Nor were they as deficient of men as well qualified to lead, as was the hon. gentleman. The had the Hon. Mr. Laird and the Hon. P. Sinclair, either of whom could have filled that position as well as the hon. member, and he (Hon. B. Davies) regretted that the hon. member for Alberton had not been as true to his principles as was those hon. members whom he had named.

Mr. McMILLAN did not find fault with the hon. member for associating with the Hon. Leader of the Government. He (Mr. McMillan) was on as friendly personal terms with the hon. Leader as he supposed the hon. member was. Nor did he think that he did anything wrong when he (Mr. McMillan) made, on his own responsibility, the proposal he did to the Hon. Attorney General. He (Mr. McMillan) never sought for nor held a Government office. True, he had been made a Justice of the Peace, and that was the only office he had or cared for.

Hon. LEADER OF THE GOVERNMENT was glad the hon. member had not been able to seduce the hon. member (the Hon. Attorney General) from his allegiance to his party, notwithstanding the shrewd and wily approaches of the hon. member. (Laughter.)

Hon. Mr. HOWLAND.—The hon. member for Summerside seemed to think it would have been quite right for the Hon. Attorney General to have changed sides and gone over with the hon. member, but what would have been right in the hon. member for Charlottetown, was very wrong for him (Hon. Mr. H.) to do. He would, in reply to his hon. friend (Hon. B. Davies) merely say, that he (Hon. Mr. Howland) was not chosen Leader last session, because he was a member of the Catholic Church, but for the reasons he had before stated. Had the hon. member himself been deemed capable for the position, he would have been appointed.

### John Lefurgy, Esquire, on the opinions of his constituents, most of them in favor of the undertaking.

Mr. LEFURGY thought it was due to his constituents to state, that he believed the majority of them were not opposed to a railroad. He had taken some trouble to ascertain their opinion, and felt that such was the case. He represented an electoral district, and would be always glad to consult the wishes of his friends, and do what he could to promote the interests of the district he represented, but would not wish to forget that he had also to cast a vote upon measures which effected the interests of the whole Island, and would, in the discharge of his public duties, endeavor to act upon his own convictions, while he would also endeavor, in so far as he consistently could, to respect those of others. In the Linkletter settlement they might be opposed to a railroad, because their situation gave them the advantage of the Summerside market, but other portions of the district, he believed, were mostly in favor of the undertaking, of which he thought, pretty good evidence was obtained at the public meeting held to consider the subject in Summerside. The paragraph would not commit them to the building of the road, and he could not see why any hon. gentleman could consistently vote against it.

### Donald Cameron, Esq., argument in favor of Railroads in this Island, value of the land held by actual settlers will only be increased.

Mr. CAMERON remarked that the facilities for the shipment and transportation referred to in the paragraph were of vital importance to the people of the Island, and hoped the Government would procure a steam dredging machine for the improvement of their

harbors and rivers. It was well known that, in many of these mud and sand often accumulated, to the detriment of their trade. It was therefore absolutely necessary to have the harbors well dredged. The construction of wharfs and breakwaters was also indispensably necessary in some parts of the Island. This would apply to New London, and the northern end of the district he represented, where sand bars offered considerable obstruction to navigation. The people in those parts were therefore entitled to due consideration. No hon. member of the Committee had spoken against the general principle of a railroad. Even the hon. member for Tryon (Hon. Mr. Howland) held strong, and somewhat eccentric views on some questions, but had not opposed it on certain conditions. He believed many advantages would arise from having a railway constructed through the Island. It would tend to equalize prices in all parts of the Island, so that those who were now obliged to dispose of their productions at a low figure, could avail themselves of the best markets. The people in the interior of the country were particularly anxious for it. They regarded it a grievance to be taxed for improvements in other parts of the Island, from which, owing to their position, they derived little or no benefit. Others, however, who either had facilities for communication, or believed the railway would not be of immediate benefit to them, were opposed to it. Like some other parts of the Island, there was a difference of opinion in the district he had the honor to represent. It was no doubt a heavy undertaking, and the people therefore should be allowed to consider the question in all its bearings, before immediate action should be taken. He admitted that a railway would not do away with the necessity of our common turnpike roads, which would still have to be kept up. Yet, he believed a railway would greatly diminish the traffic on those, and, consequently, lessen the expenditure for keeping them in repair. He could not agree with all the arguments advanced against the railway, and had yet to learn that it would enhance the proprietors' interest in their estates, particularly where long leases were given. All the proprietors could claim in such cases was the rent which they received at present. The value of land could therefore be increased only to the tenancy or actual settlers, and proprietors, if disposed to sell at all, would find it necessary to accept a sum somewhat equivalent to the rent they received, and they, the Legislature, could no more now than then, compel them to accept any other. He (Mr. Cameron) was, however, very anxious to see the leasehold system abolished, and hoped that any estate that might appear in the market, on reasonable terms, would be secured by the Government. Many were of opinion that before deciding the question of a railway, a survey should be made, the line located, and an estimate of the cost laid before the people. The purchase of the right of way would form an item of cost. The number of miles over which the line would extend also, was not well defined, and would necessarily depend on the course followed. The offer made by the Government to finish the road, with rolling-stock, stations and fittings, for £5,000 per mile, was certainly much below the cost of railroads in other countries. If the Government would first confine themselves to extending it from Charlottetown to Summerside and Georgetown, for an experiment, the burden would not be so heavy. A line of communication would thus be formed between the Island and the Provinces of New Brunswick and Nova Scotia, connecting by steamer the terminus of the railway in Shelburne to theirs in Summerside, and Pictou to Georgetown. And as the harbor in the latter place, was open some months later in the fall, and earlier in the spring, than any other in the Island, the importance of connecting that port with the rest of the Island, would thus be manifest to all. The advantages of Georgetown harbor would thus be made available to people in distant parts of the Island—advantages which lasted nearly the whole year round. P. E. Island would thus become a public highway for the people of the neighboring Provinces and the United States, who in their tours through it would spend large sums of money, besides being consumers of dutiable goods while remaining, which would largely increase the revenue. He did not apprehend that any constituency would be in danger of being swamped or out-voted by laborers imported by railway contractors, though the hon. member for Tryon appeared so much alarmed on that score. The construction of the work would give employment to their young men, many of whom, under present circumstances, were yearly leaving the Island, for the United States and British Provinces, where greater inducements were offered. He (Mr. Cameron) was opposed, however, to forcing a question of such magnitude on the people, without their sanction, and thought no violence should be done to their feelings by taking any undue advantage of them.

Amendment of Hon. B. Davies, and the Division on the Question.

Hon. B. DAVIES moved the following amendment to the 13th paragraph, "But while duly appreciating the advantages of a railroad, we consider the resources of the Colony inadequate to the undertaking, and that in no case should such a proposition be adopted without submitting it to the people at the polls." For the amendment, Hon. Mr. B. Davies, Callbeck, Sinclair, Mr. Howland, McMillan, MacNeill, Hooper, (8). Against it, Hon. Mr. Pope, Owen, Howland, Duncan, D. Davies, Perry, McEachern, Atty. General, Mr. Muoro, A. C. McDonald, Beer, Arsenault, Lefurgy, Beer, Cameron. (15).

Messrs. McNeill and Hon. P. Sinclair severally moved an amendment which was lost on the same division.

House adjourned until Monday. G.

MONDAY, FEB. 27.

Mr. A. C. McDonald from the Committee appointed to wait upon His Honor the Lieut. Governor to ascertain when he would receive the Address in answer to the Speech at the opening of the House, announced that His Honor would receive it at 11 o'clock, in the Legislative Library. Hon. Atty. General reported from the Committee on expiring laws. Report committed.

A Bill to continue some Acts about to expire read 1st time.