

a place called Aulac, down to the Gulf shore, and a short railway of ten miles from the Island Railway to Cape Traverse. It would not cost a very large sum of money, and it would render the mail service efficient all the year round, making Prince Edward no longer an Island, but virtually a part of the mainland.

Hon. Mr. BOTSFORD said this was a matter of considerable importance, not only to Prince Edward Island, but to the mainland as well, and he congratulated the members for that Island on having arrived at the conclusion that the attempt to establish communication between Georgetown and Pictou was not practicable. There was no doubt whatever, from the experience they had had during the past two seasons—two of the most favorable winters—notwithstanding the amount of money expended on the steamer *Northern Light*, that she was not competent to perform regular mail service between the Island and the mainland. He had had an experience extending over some fifty years. Hon. gentlemen would perhaps smile when he said so, looking at his youthful appearance.

Hon. Gentlemen. — Hear, hear, and laughter.

Hon. Mr. BOTSFORD, continuing, said he had had an experience of the Straits of Northumberland of half a century, and he felt that the attempt to place a steamer between Pictou and Georgetown during any ordinary winter must be a failure. The only practicable means of communication between the Island and the mainland was between Cape Traverse and Cape Tormentine. The seasons—last year and this—had been very mild. He had known winters when it would have been utterly impossible for the *Northern Light* to have passed over the straits with safety. If communication were established between Cape Traverse and Cape Tormentine, and a short line of railway were constructed from Cape Traverse connecting with the Island railway, and another short branch constructed to intersect the Intercolonial Railway at Sackville, it would render communication with Charlottetown speedy and safe—a passage of not more than four hours.

Hon. Mr. SCOTT—What would be the railway distance from Cape Tormentine to intersect with the Intercolonial Railway?

*Hon. Mr. Haviland.*

Hon. Mr. BOTSFORD said, it would be thirty-two miles. He would state to the hon. the Secretary of State that an instrumental survey had been made of the proposed railway route, levels had been taken, and it was found that with the exception of two or three miles, it was almost a dead level; and the contractor or engineer who surveyed it for the persons interested in the project had tendered for the construction of the road-bed and stations for an extraordinarily moderate sum, provided the company went on with the work. The company was formed, but there was some difficulty in obtaining rails which prevented the company for accepting the tender. Under the circumstances there was no doubt but what that route would be a favorable one both winter and summer if it were adopted, as there would not be half the danger of loss of life or property that there was by the present route. He fully concurred in the views of the mover of this address, that it was unnecessary to form a commission of enquiry to decide what was the best route. As one who knew the locality he would be of opinion that the route between Capes Tormentine and Traverse was the only route that was practicable. With the aid of the *Northern Light*, or even a less expensive steamer with small boats something similar to those now used, it would be easy to keep up regular communication between the Island and the mainland, as there were very few days in the winter when mails could not be passed across the Straits. The reasons given by the hon. members who moved and seconded this address, seemed to him conclusive that the formation of a Committee of Enquiry would cause delay. The satisfactory establishment of regular communication across the Straits would be a mutual benefit to the people of New Brunswick and Nova Scotia as well as Prince Edward Island, and he trusted that this Government would adopt that course. It seemed to him so clear, so palpable, when the whole circumstances were taken into consideration, that measures should be adopted to place the mail on the route where nature intended it should be placed.

Hon. Mr. MACFARLANE said he was not at all surprised at the confession of hon. gentlemen that the experiment of running a winter steamer between Pictou