

miles from land. The captain got a boat out and after a great deal of difficulty, danger and hardship they go ashore seven or eight miles from Pictou. He feared there would always be extreme difficulty in crossing from Georgetown to Pictou in severe weather, and the only safe course is from Cape Tormentine to Cape Traverse. The *Northern Light* could work there in connection with the ice boats, because if she got stuck the ice boats would be on the spot to take her place. Under the existing arrangement the Island was without mails for a week at a time. He was very sorry that the coal provided last season for the use of the steamer was not sent to Capes Tormentine and Traverse. The steamer would have been perfectly safe there, as a harbor could be cut for her in the hard ice. They would never have regular mails by a steamer running between Georgetown and Pictou. His opinion was the only route was that which he had last mentioned, and that route could be kept open in the summer if proper piers were built, and a branch railway were constructed. It would then be nothing more than a ferry in the summer season and the round trip could be made in two hours.

Hon. Mr. HAVILAND said this was a question in which the members from the Provinces of Ontario and Quebec would take very little interest, but it was a matter of very great importance to the whole of the inhabitants of Prince Edward Island and the Maritime Provinces. They, as a matter of course, felt a deep interest in the establishment of regular winter mails. In the articles of Confederation they were guaranteed that that service would be efficiently performed. There was no doubt that the steamer *Northern Light* had cost the Government a large amount of money in the first instance, and subsequently for very extensive improvements and repairs made to her last summer. He did not think there was so much to be found fault with in the construction of the boat, but that she had been put on the wrong route. As long as she was kept by the Government on the route from Georgetown to Pictou they would have very little satisfaction as regards the regularity of mails or transit of passengers during the winter months, whereas if she were placed on the route between Cape Traverse, P.E.I., and Cape Tormentine, New

Brunswick, he believed they would not have been so often disappointed with the mails being delayed in the Gulf, or troubled with the necessity of having them transported from the steamer when she was blocked up in the ice, by sleighs, and landed at New Glasgow. Of course, the change would entail expense, as the hon. mover of the Address contemplated, by the construction of a breakwater on the New Brunswick side. The disbursements required on the Prince Edward Island side would not be as great, as there was a wharf there, which by a reasonable expenditure could be utilized so as to be ready for the steamer next autumn. There was no doubt that in the winter season it was impossible to carry on the mail service in the old fashioned style with ice boats during the formation of the ice early in the month of January, when the waters of the Gulf were one mass of "lolly" through which it was impossible to push the boat with boat hooks, and would not support a boat being dragged on runners. They had two or three weeks without having communication with the mainland, and their only means of knowing what was going on in the outer world was by the electric telegraph. It might weary hon. members constantly bringing this matter up before the House, as it had been up so often before, but the representatives of the Island had no other way of calling the attention of the House to this question in which the people of Prince Edward Island felt so intense an interest, now that they had no Minister to represent them in the Cabinet, and those gentlemen who represented the Provinces of Nova Scotia and New Brunswick, knew very little of the wants of Prince Edward Island. Their could only be laid before the Government by means of motions of this kind, either here or in the other Chamber. He believed that if a breakwater were constructed at Cape Tormentine, it would not merely be a place of transit between the mainland and the Island proper, but it would be the proper route for mail steamers to run on during the summer season, because there were only some nine miles between the two capes. All that was necessary to have hourly communication with the mainland would be the construction of these two breakwaters, and a branch line of railway either from the town of Amherst, or from