

was done sometimes on wheels, sometimes in the saddle, sometimes on foot. There were in all about 600 miles of varied classes of roads. To show the novelty in those days of engineering work, I may be allowed to narrate an incident: I had to build a bridge across the River Thames, near London, now within the limits of that city, on the road to Sarnia, to replace a temporary structure then in use. The new bridge was on the Howe truss plan, with the roadway on the bottom chord one span of 160 feet. When this bridge was completed ready for traffic, and just before the removal of the temporary one, I was waited upon by several leading citizens of London, who enquired if I had absolute confidence in the stability of the bridge to carry the heavy traffic that the improved condition of the road would bring upon it. They thought it too light and spidery. Fortunately, batteries of royal artillery were quartered in London. I asked the commanding officer to take them across the bridge to test its strength. He replied: "Yes, if you will agree to stand under it." The batteries crossed the bridge at a walk, then at a trot, without disturbing the camber. That established confidence in the bridge. The introduction of plank and macadam roads gave rise to a desire for better means of communication as their construction gave such striking evidence of great saving of time by the ability to carry heavier loads more rapidly, with reduced wear and tear of horses and vehicles, hence with greater economy of carriage. This practical beneficial evidence pioneered the way to the construction of railways, towards which counties, cities, towns and townships voted subsidies in the form of bonds towards the cost of building them. After 1841 and 1842 there was a rapid development throughout Canada of large enterprises undertaken by the Government and private organizations. The first enlargement of the Welland Canal to 9 feet of water on the mitre sills was commenced in 1842. The earliest railway in Canada, the Laprarie and St. Johns, was built in 1836. The Montreal and Lachine Railway was opened and worked with imported English equipment in 1847. The St. Lawrence and Atlantic Railway (now Grand Trunk) on which I was chief engineer, was opened for traffic to St. Hyacinthe in 1849. The first deepening of a straight channel in Lake St. Peter, upon which I reported with Sir William Logan, General McNeil and Captain Child, of the United States engineers, was begun in 1850. The Bytown and Prescott Railway, known as the St. Lawrence and Ottawa, now part of the Canadian Pacific Railway, was commenced in 1851, and in the same year the Northern Railway from Toronto to Owen Sound, as was also about the same time the Great Western Railway, from the Niagara River to Windsor (now Grand Trunk).

"Canada has now in operation within her borders no less than 13,410 miles of railways, representing a capital of \$727,180,448."

Another reason why I did not bring it before the House last year was the fact that the Government had recently placed a steamer called the "Stanley" on the route between Prince Edward Island and the mainland. Last year was her first year, and last season was one of the finest winters in fifty that we have had in Prince Edward Island—in fact, any steamer could last season have performed the service between the Island and the mainland; but I was satisfied that no steamer could perform that service every winter, and felt certain that when we had one of our ordinary winters in Prince Edward Island it would be

placed beyond doubt that the opinion entertained was correct. I have no doubt that hon. gentlemen are impressed with the idea that the service is performed and that there is no dissatisfaction in Prince Edward Island on that ground. The steamer is no doubt a good one—in fact, in my judgment too good for the service in which she is. To put the House in possession of the view held by the people of Prince Edward Island on that particular point as a settlement of the question of winter navigation and the fitness of that boat to perform the work, I shall read an extract from a paper published in the interests of the Government in Prince Edward Island. On the 5th of February last the editorial correspondence of the Government paper at Charlottetown says:

"We publish to-day two letters from Ottawa. One was written on the 24th January; the other on the 31st. Both came to hand, together, last evening. How the contract to afford continuous communication for mails and passengers between this Province and the mainland is being performed may be judged by the officials and legislators at Ottawa from this fact: Hundreds of merchants, and thousands of men and women of all sorts and conditions in this country, have received their letters after the same slow and irregular process as *The Examiner*. In a time of comparatively fine weather it has taken the inhabitants of Prince Edward Island just about as long to hear from their business relations and their friends in Canada as it has taken the inhabitants of the rest of Canada to hear from Great Britain and Europe. Persons who live in other parts of Canada can hardly be expected to grapple actively with this question. We have no doubt that members of the Government fondly imagine that by providing the "Stanley" they have solved the difficulty."

That is the view entertained by the Government newspaper there. But the Government of Prince Edward Island have, from time to time, memorialized the Government at Ottawa with regard to the facts. When the terms of Confederation were made, two of the gentlemen, one of whom has now a seat in this House, who negotiated those terms, made it one of the conditions precedent that we should have daily communication for our mails and passengers between the Island and the mainland throughout the year. It will be in the recollection of hon. gentlemen that Prince Edward Island did not come into the Confederation with Nova Scotia and New Brunswick, and the other Provinces, at the time of the Union. It came in some five or six years afterwards, and several overtures were made to the people of Prince Edward Island with regard to their entrance into the Confederation. Two of the terms which enticed our people