

policy of Canada; but they say that the existing tariff is more favourable to other provinces than to the island, as the latter has no manufactures, and that the Quebec and Ontario manufactures "protected by a high customs duty" are able to obtain in many lines of goods prices nearly, if not altogether, equal to the cost and duty of the same goods of British or foreign manufacture. This sounds rather paradoxical, but it is evident from the increased prosperity of the island, from its increased exports, and from its increased savings bank deposits, that no injury has resulted to the province from the present fiscal policy of the Dominion; but, on the other hand, much benefit. Besides what applies to the consumer of home manufactured lines of goods in Prince Edward Island, affects equally the people of the other provinces; and instead of enhancing the price of goods, it is notorious that since the adoption of the present fiscal policy, of which Messrs. Sullivan and Ferguson approve, the prices of many articles of consumption have declined in every part of Canada.

Messrs. Sullivan and Ferguson admit in a subsequent paragraph that the island has prospered, as they put it, "notwithstanding the inaction of the Dominion Government." This statement, in view of what has already been stated, may be left to take care of itself; but the object of their representation appears to be to secure the laying of a metallic subway across the Straits of Northumberland, through which railway communication could be effected, "the cost of which undertaking," Messrs. Sullivan and Ferguson say, "would not exceed a sum which it would not be unreasonable to ask the Government of Canada to expend." If it can be shown that such a work is practicable, that it can be constructed for a reasonable outlay, and maintained without a large expenditure, the matter seems to be one that may fairly be placed before the Canadian Government for consideration.

Messrs. Sullivan and Ferguson again return to the charge of the revenue contributed to the Dominion. They take exception to the statement that the island has received liberal treatment from the Dominion, and repeat that it pays more to the Dominion annually than it receives, which is certainly open to argument, although it does not bear upon the question of the feasibility of "continuous steam service."

Messrs. McLelan and Campbell say "the 'Northern Light' was placed at Charlotte-town as headquarters, her officers and crew are inhabitants of the island, and her unceasing and hazardous efforts to make communication in the severest weather cannot be unknown to the Island Government." The delegates remark upon this, "The Committee of Council seem to entertain the idea that the officers and crew of the 'Northern Light,' being island men, are consequently bold enthusiasts, and would be willing to incur great risk in the effort to maintain communication with the mainland." They then go on apparently to complain that the running of the ship was left to the discretion of the officer in charge, and that he was ordered not to incur any undue risks. That unceasing and hazardous efforts have been made is proved by the memorial from Prince Edward Island to Her Majesty, which states that "at times she ('Northern Light') has been ice-bound for periods varying from 10 to 24 days, to the imminent danger of passengers and mails. Upon one occasion, four years ago, some of the passengers, among them women and children, were forced, after remaining on board several days, to leave her and walk a distance of many miles to the shore, when, night overtaking them, they received injuries from cold and exposure which resulted ultimately in the death of one of the party." This shows that the officers and crew have made hazardous efforts to keep up communication, and the necessity of discretion, and the avoidance of undue risks. It also proves the impossibility of continuous steam service which the island insists on. It must be remarked that it was the officers of the "Northern Light" who gave evidence to the effect "that no steamship can be built capable of keeping up continuous communication in mid-winter between the island and the mainland."

Messrs. Sullivan and Ferguson conclude their rejoinder by saying, "With regard to the claim for compensation by reason of the non-fulfilment of the terms of confederation, the undersigned submit that a review of the facts adduced will conclusively show that the island has suffered great loss, and is therefore entitled to indemnity." In the first place, it is incorrect to say that the terms of confederation have not been complied with. Only one of the "terms" has been brought forward as not having been carried out, and proof has been adduced that continuous steam service has been provided, so far as was practicable. Daily steam communication is not feasible, it being impossible, in the opinion of competent witnesses, to construct a steamship to fulfil such conditions. The period of interruption prior to confederation has been reduced by two-thirds, and instead of suffering any injury the island has, since 1873, made rapid advances in wealth and prosperity, which may fairly be