

the one from Shediac to St. John, although it had a great deal of the carrying trade of this Island and of the towns on the north coast of New Brunswick and Nova Scotia, only paid two and a half per cent. on the money invested. In countries which had a large interior and no water communication, railroads were a necessity, but no such necessity existed on this Island.

Hon. Mr. McAULAY hoped the Government were prepared to submit a bill to give protection to those persons who might engage to build a steamer for the Georgetown ferry. They should be guaranteed the ferriage for ten years—five years was too short a time.

Mr. BRECKEN said as the capital of King's County was surrounded by geographical difficulties—being almost cut off by rivers—it stood in need of steam ferry communication. A boat properly and substantially built would cost a considerable sum of money, and it would be necessary for the contractor to receive a grant for more than two or three years. With respect to the question of railways, he, to a certain extent, agreed with the hon member for Belfast (Mr. Duncan.) If we had a surplus revenue of some £20,000 or £30,000, it would be all very well to build a railroad in the way that hon member had described. Railways, as a general rule, he (Mr. B.) believed were not very profitable; but there was one thing which should be kept in view respecting them, namely, the development of the country. In our case we would have to look to this aspect of the question rather than to any mere present gain. As regarded the vote under the consideration of the committee, he had no particular interest in it, but thought no person would undertake to provide a steam ferryboat for Georgetown unless an annual grant of £200 was given for five years.

Hon. Mr. LAIRD said the grant asked for was only for one year; but he thought the course taken was a judicious one on the part of the Government, as the approval with which it had been met would strengthen their hands in maturing the measure they had in view. Before the session was over something more definite might be done. With respect to the telegraph, it was important that a harbor at which so many war ships called, and where so many trading vessels were owned, should have telegraphic communication with the outside world. Reference had been made to Murray Harbor,

and a charge brought against the Government for not forwarding the erection of a wharf at that place. To build it on the site which had been prayed for, would cost a good deal, and if the people there made unreasonable demands they must expect to be disappointed.

Mr. PROWSE would like to know what demands the people had made that were unreasonable. He knew the place, he imagined, a little better than the hon member who had just spoken, and could confidently state that there was nothing unreasonable in what had been prayed for.

Mr. McLEAN.—The hon Leader of the Opposition had, for the last few days, seemed to avail himself of every opportunity to come down upon Souris. It must be his wish to retard every movement calculated to improve that place, or he would not speak so slightly of the locality. As a member for the same county in which Souris was situated, that hon member ought to help forward rather than ridicule the steps taken to benefit the eastern section of the Island. He (Mr. McLean) would support the present Government as long as they gave his district a fair share of the public money, therefore the hon Leader of the Opposition need not, as appeared to be his desire, attempt to damage him in the eyes of his constituents. It was too bad, also, for the hon member to refer to his colleague (Mr. Kichham) in the terms which he did. Every person could not be so smart as the hon member for Georgetown, and it was unfair in him to take advantage of his superior knowledge to amuse himself at the expense of others. Souris was a place not to be despised. The class of vessels owned there were not of the kind referred to by the hon Leader of the Opposition, but were a good substantial class of schooners. The harbor had been greatly improved by the extension of a breakwater, and when it was completed he considered there would be fourteen feet of water on the bar. The hon member for Belfast (Mr. Duncan) had, it was true, said he saw nothing good about the harbor when on his trip in the steamer to Souris; but the fact of the matter was, that Mr. Duncan was too heavy a man to be allowed on board of a small steamboat, and only for friendly aid he might be quietly sitting there in the stern sheets of his boat yet, with her keel stuck in the mud, and her bows out of water. He (Mr. McL.) would advise