

MR. MACKENZIE: From what point on the railway?

MR. TUPPER: Intersecting the railway at River Philip, or a little farther up, it will touch two or three points owing to the direction of the line in consequence of the necessity of avoiding an adjoining range of mountains, from there towards Halifax, without materially increasing the distance; and by a short branch of some sixteen miles of railway, they could connect this valuable harbour of Pugwash with, and afford the best line of communication with Prince Edward Island and the nearest point on the Intercolonial Railway, saving over the existing summer route something like four hours in going from Charlottetown to Halifax, which, of course, was a very great saving, taking the distance into consideration. It would effect a very large saving in going to St. John, N.B., over the existing line of communication and by tapping the Intercolonial it would establish a direct line of communication across from the harbour of Pugwash to the Basin of Minas. It would bring the valuable Spring Hill coalfield in communication with a port on the Gulf of St. Lawrence and increase the facilities for obtaining Nova Scotia coal by the St. Lawrence, because it would furnish it at a nearer point than that from which it could now be reached by the St. Lawrence. The question was one of importance, and he hoped the Government would make a thorough enquiry into the winter and summer navigation of the St. Lawrence at this point, for he believed the proposed branch would form one of the most important feeders of the Intercolonial Railway. He would not, at this advanced stage of the Session, take up the time of the House further, but would simply commend the matter to the consideration of the Government.

MR. MACKENZIE: As I stated at an earlier period of the evening in reply to the question put by one of the members for Queen's County, Prince Edward Island, the Government is prepared to consider the whole subject of the winter navigation of the River St. Lawrence. I think the statement made by the hon. gentle-

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man as to the *Northern Light* being a fatal mistake is rather a strong one.

MR. TUPPER: I did not say it was a fatal mistake. I said putting the *Northern Light* on a fixed route instead of using it as a trial vessel was a fatal mistake.

MR. MACKENZIE said the object of the Government was to obtain the best possible vessel so that they might better accomplish the purpose. He was bound to say that the weight of opinion was decidedly in favour of crossing the Straits further west. He had paid some little attention to the Pugwash proposal, but he must say he did not by any means admire the name.

MR. TUPPER: It could be changed by Act of Parliament.

MR. MACKENZIE said the distance from the cape was 25 miles, and some people who pretended to know said it was more difficult to approach the shore at Pugwash than at the cape. On the other hand, residents in the neighbourhood of Pugwash assured him of the very opposite. He thought the Government would best serve the interests of the public by getting an impartial examination made of the coast in that particular place, with the view of ascertaining the best method of carrying the mails from the island to the mainland. They were not prepared to recommend any measure to Parliament at the present time, but they hoped to do so after an independent examination before next Session.

Motion agreed to.

REMOVAL OF INTERCOLONIAL RAILWAY ASSISTANT-RAILWAY SUPERINTENDENT.

MOTION FOR CORRESPONDENCE.

MR. TUPPER moved for copies of all correspondence, Orders in Council or Reports connected with the removal from office or resignation of George Taylor, from the office of Assistant Railway Superintendent of the Intercolonial Railway. He could not, he regretted to say, properly characterize the action of the Government in relation to Mr. Taylor in any other terms than to say it had been exceedingly cruel and unjust. Mr.