

been provided, nor has any attempt been made to test the practicability of such a project.

The Committee of Parliament further reported that the boats of the Steam Navigation Company, subsidised by the Dominion Government, were altogether inadequate to perform the work required of them; that being driven by paddle-wheels they are not capable of contending with ice, and that suitable screw-boats could continue crossing about three weeks later in the fall, and commence two or three weeks earlier in the spring, and they recommended that good substantial boats should be provided to meet the requirements of the Island, and that at least one of these boats should be a screw boat, of such construction as would enable her to run as late in the fall and as early in the spring as a proper regard for the safety of life and property would permit.

This recommendation has been wholly disregarded, and, notwithstanding the fact that the contract with the Steam Navigation Company expired two years ago, the same paddle-wheel boats which have been engaged in the service for the last 22 years are still employed.

The Committee of Parliament further recommended that, inasmuch as the evidence taken before them went to show that the "Northern Light" was fast becoming unfit for service, another suitable steamer should be provided to take her place.

This recommendation has also been disregarded, the "Northern Light" being still employed, and although she annually undergoes some repairs her seaworthiness is open to grave question.

The undersigned have thus deemed it necessary to call attention, at considerable length, to the indifference shown by the Dominion Government to the recommendations of a Committee of Parliament who, the Committee of Council state, reached their conclusions "after long and careful consideration of the subject, and examination of persons, papers, and records."

The Committee of Council say that "the change from sailing vessels to steamers for summer appears to have been the only improvement effected by the Island Government, in their means of communication in 50 years, although having control of a larger sum in revenue than the Island now pays into the Dominion." The unfairness of the latter part of this statement the undersigned having already pointed out, they need not again refer to it. They would merely remark that the promise to overcome the obstructions which, for so large a portion of the year, had cut the people of the Island off from connection with the mainland, was one of the principal inducements for them to enter the Union, and they considered that by confederating with Canada the co-operation of many of the people of the other Provinces, who were interested equally with the people of the Island, would be secured.

The Committee of Council state that during the last two seasons the average number of passengers in each crossing of the "Northern Light" was only a fraction over nine. While not disputing the correctness of this calculation, it is instructive to note that, about three years ago, an order was issued by the Department of Marine, restricting the number of passengers upon any trip to thirty. The making of such an order, the undersigned submit, is sufficient proof that, at times, the passenger travel is large; indeed, the steamer has occasionally carried from 80 to 100 persons. It may be remarked that the officers of the "Northern Light" have found it impossible to enforce the order restricting the number of passengers to 30, and that it has remained inoperative almost ever since its promulgation.

On this point the undersigned desire to introduce an extract from a speech delivered last Session, in the Senate, by the Hon. Mr. Haythorne, wherein he called attention to the very large number of passengers crossing at times in the "Northern Light," and to the want of accommodation afforded by that steamer. He spoke as follows:—

"On my return home from my duties in this House last spring, I was detained on the mainland for two or three days awaiting a change of weather which would enable the 'Northern Light' to come to Pictou. A telegram informed us that she had left Georgetown on her passage. Ultimately she arrived, bringing, as it was said, about 100 passengers. The point to which I wish to draw the attention of the House, and particularly the attention of the Government, is, that there were from 75 to 87 passengers on board on her return; my hon. friend who sits opposite (Mr. Montgomery) says there were 87 passengers on board; but this I have no hesitation in saying, there was barely standing room, to say nothing of sitting accommodation, which one expects to find in a passenger steamer. Hon. gentlemen might suppose that there was a simple remedy for this, by instructing the captain not to take more than a certain number of passengers on board. Well, that of course would be a remedy, but it would be a vast