

being as remote from New Glasgow as Halifax is from the most remote portion of the Western part of Nova Scotia;—for this reason it was proposed that the connection should be maintained on the completion of the Railway by a line of steamers, without which the Island would derive from that work no advantage whatever. It was true that all the counties of the Province at present received larger sums from the treasury than heretofore, but by taking a comparative view it would be seen that the claims of the Island counties were almost overlooked and ignored, and yet when these claims were pressed upon the attention of the House the special grants made from time to time were referred to as being a great boon to Cape Breton.

Mr. MILLER said that if the Government felt disposed to act in every matter as they had promised to act in the distribution of the Cape Breton Crown Land monies, he would be well satisfied with their conduct.

PETITIONS

Mr. MILLER presented to the House the petitions handed by him to the Government yesterday, respecting the location of the Railway Depot at New Glasgow. He intimated that the Government had already come to a conclusion that was, in all probability, favorable to the prayer of the petitions.

Mr. BLACKWOOD presented a petition from Robert Logan and thirty others asking aid for a Bridge across Wallace River, which, he said, was of great importance.

Mr. COLIN CAMPBELL introduced a bill to incorporate the Trustees of the Infirm Ministers' Fund of the Western Baptist Association of Nova Scotia.

Also, a petition for a breakwater in Digby County.

Also, a petition from Mr. Potter, of Smith's Cove, asking remuneration for certain services performed.

Also, a petition from John O'Brien, asking remuneration for clearing river obstructions.

Also, a petition from E. W. Potter, a Way Office keeper, asking an increase of salary.

Hon. Mr. McFARLANE presented a petition from Job Seaman and others, for an amendment of the Militia Law. He said it appeared that a number of laborers, after performing Militia duty in the other Province were accustomed to come over for employment, and having crossed the border, they were again called on to discharge the same duty in this Province. These individuals felt this to be a serious pressure, and the country was also deprived of their labor.

The petition was referred to the Committee on Militia Affairs.

Mr. S. McDONNELL presented a petition from the County of Inverness, complaining of the Act uniting the two Presbyterian bodies, and obtained leave to introduce a bill in accordance with the prayer thereof.

THE HALIFAX HORSE RAILWAY.

Hon. PROV. SEC'Y. laid on the table, in reply to the enquiry of Mr. Archibald, the specification in connection with the Pictou Railway, and explained some alterations which appeared on the

face of it. Also, other papers on the same subject.

Also, a petition which had been submitted to the Government by Messrs. Joseph Conlon and others, asking compensation for damages occasioned to them by the horse railway in Halifax. He suggested that this petition be referred to the Railway Committee.

Mr. S. CAMPBELL asked whether the Prov. Secretary was serious in suggesting that this petition be referred to committee? It was hard to say where such applications would end if the House allowed its time to be consumed with such matters.

Hon. PROV. SEC'Y. replied, that in the transaction of public business he was always serious. The Legislature had thought fit to pass an act incorporating a number of gentlemen who desired to introduce a horse railway, and some of Her Majesty's liege subjects thought they had sustained pecuniary damage thereby. It was the right of every person to come to the House by petition, stating a grievance which had arisen out of legislation. He would not say that the Government endorsed the petition, but he thought the public interests would be safe in the hands of the committee, and the parties would have the satisfaction of having their claims investigated.

Mr. PRYOR said he would be sorry that the House should deny a hearing to any petition addressing the House in respectful language. He felt it due to bear testimony to the respectability of the memorialists and to ask a reference to the committee.

Mr. SHANNON said that there were some peculiar facts connected with the petition: a number of years ago the Government had imported a number of omnibuses, and for a while had run them at their own expense, but finding the business unprofitable, the vehicles were sold to the petitioners with the understanding that, at least, so long as the omnibuses lasted, they would be undisturbed in the traffic.

Mr. S. CAMPBELL said that every cab driver would have a right to come and make a similar complaint.

Mr. TOBIN said that the petitioners were encouraged, and indeed solicited by the Government to go to a very large expense in buying stock for the carriage of freight and passengers to the depot. After they had been engaged in the business for some time and when they were just beginning to derive a profit from it, a company obtained a charter to lay down a line of railway which would monopolise the traffic. The question, therefore, suggested itself, whether these parties, having given certain accommodation to the public, had not a good claim for compensation.

Mr. ARCHIBALD said he presumed that the object of referring the petition would be to get information as to the facts. It was quite clear that a grant of remuneration would open a door to very extensive applications; for the same inconvenience had been felt on the Pictou and Annapolis stage lines, and if the Government should even subsidize a steambot some parties would be found putting in a claim. Although the present demand might be a small one yet it was the little end of a