

events, with the assurance of the hon. gentleman that he would give, and was giving it his attention, he would beg leave to withdraw this motion.

MR. MACKENZIE: I shall be very happy to look over the papers, but I can only deal with Mr. Hill as with other architects in other places.

MR. TUPPER: Certainly; that is quite true.

Motion, with leave of the House, withdrawn.

PUGWASH BRANCH RAILWAY SCHEME.

MOTION FOR PAPERS.

MR. TUPPER moved for copies of memorials asking aid for a Branch Railway from Pugwash to the Intercolonial Railway, with any correspondence on that subject. He said he desired to draw the attention of the Government to what he regarded as a very important question. The undertaking on the part of the Government to establish winter communication between Prince Edward Island and the mainland, and to give the people of that Island, when they came into Confederation, connection with the railway system of the Dominion, was one which the Government had shown very great anxiety to carry out, in the very large outlay and expenditure made in connection with the *Northern Light*. He believed that a fatal mistake had been made in carrying out this policy, which the Government was bound to carry out, and which he was free to say he believed they had shown a most energetic desire to do. The mistake had been that of attempting to select the route for the *Northern Light*, instead of using her simply and purely for the purpose of discovery. He was led to believe, from the best information he could obtain, that if, instead of placing this costly vessel upon an impracticable and impossible route, which had proved to be a complete failure, and which, under the most favourable circumstances that we had had for many years, had been shown to be quite impracticable for the purpose of establishing anything like valuable steam com-

munication between the mainland and Prince Edward Island, if the captain—and he did not say the captain now in charge was not skilful—and the most able and competent officers that they could get had been obtained,—the vessel had been used solely for the purpose of experiment and exploration, not to make communication week after week between Prince Edward Island and the mainland, but to be used solely for the purpose of discovering as to where could be found the most favourable point for communication, that which had proved to be impracticable up to the present moment would have been found capable of solution. He was instructed that between the harbour of Crapaud at Prince Edward Island, and Oak Island, at the mouth of Wallace Harbour, and the shore between that and the harbour of Pugwash, open water had been continually present, so that there would have been no difficulty whatever in keeping up fair and steady communication, by means of the *Northern Light*, between these points. The distance between Crapaud, Prince Edward Island and the harbour of Pugwash, on the mainland, was only twenty-five miles, and the distance between Charlottetown and Pugwash Harbour was only forty miles. Of course, the latter harbour was closed by ice during the winter, but, as he had said, Oak Island, at the mouth of Wallace Harbour, had been accessible, he believed, during the past two winters almost uninterruptedly from Prince Edward Island. The formation of the land on the Island and on the mainland was such that when the ice jammed up to a certain point it suddenly broke away, and clear water was found to exist there, and about there, almost during the entire period of winter. The harbour of Pugwash was known to be one of the finest on the Gulf of St. Lawrence. It was capacious, and it admitted vessels of any size drawing 21 feet of water when loaded; and for vessels of that size nothing could be better. The distance from the Intercolonial Railway to this harbour, which was within forty miles of Charlottetown, was, he believed, something like sixteen miles.