

pressed their sense of the inadequacy of the accommodation provided there, and made use of certain expressions with regard to our connection with the Dominion which certainly were not complimentary, and which I, for one, regretted very much to hear; because it seems to me that a contented people without grievances is a much easier one to govern than a people less favorably situated. I regret, therefore, to hear men complaining that they have grievances unredressed by the Government, and that their ordinary talk when they meet together for the discussion of public affairs, is "Give us our terms, or cut us adrift and let us shift for ourselves." Such expressions grieve every patriotic man. This service across the Straits, after many a struggle, was taken in charge by the Government. I myself recommended that they should send down there a live man with some talent for organization, and give him *carte blanche*. The Commons Committee adopted a similar recommendation. I do not remember that they advised that the Government Commissioners should give their superintendent *carte blanche*, but they recommended that the service should be taken under Government superintendence. The two ice-boat houses have been built, and the benefits resulting from them are very apparent. They are exceedingly useful. The Government superintendent has been appointed, a certain Captain McElhinny, from the Department of Marine and Fisheries. I do not on any account attempt to raise the slightest prejudice against that gentleman. I think he had a very difficult task to perform when he was sent down there to organize this service. There are aged men, who have spent a lifetime at that occupation, and who, not unnaturally, felt that their services entitled them to some consideration, and probably felt that the appointment ought to have gone their way. I do not question at all the propriety of the appointment that has been made, and I am quite ready to admit that this superintendent has acted with good judgment and organized the service very well. He started running his boats immediately after the *Northern Light* was, as I have explained just now, sent to Souris; and the people of Prince Edward Island, and especially of Charlottetown,

found that their mails were delivered with great punctuality, aided by one of the branch lines on the island, and one on the opposite shore, which now reaches half the distance that used to be covered by sleighs. It is found that the mails from all parts of the Dominion and foreign mails often arrive at Charlottetown by three in the afternoon, a great advantage. I felt the improvement myself, and I hope that the other parts of the service were equally well managed. Certainly, a fortnight ago yesterday I went down to the Capes well disposed to be pleased and satisfied with everything I found there. I hoped to find the rest of the service as well organized as the delivery of the mails. I met with some old hands about there, who used their eloquence to induce me to go with them across the Straits, hoping that old associations would prevail. I said "no it is my duty to go by the Government boats and see for myself how the service is managed." Accordingly, the next day I made Mr. McElhinney's acquaintance at breakfast at the hotel, and congratulated him on the success which had attended his efforts. I fully intended to have crossed the Straits with him. I proceeded down to the boat-house to make some inquiries as to what the fares and what the regulations were, and found to my surprise that they were altogether so extraordinary that I for one would not submit to them. In the first place, every passenger was called upon to subscribe to a document which would release the Government from all responsibility for damages in case of loss or damage to his luggage or injury to his person. That alone seemed to be a most arbitrary proceeding on the part of the Government. In this case they stood in the position of a powerful monopoly and the traveller in the position of one with little means of taking care of himself, having no option but to take their offer. I raised strong objections to that; but when I found in addition that the charge which would be made for the privilege of occupying a seat in one of those boats would be \$7, and that for every pound of luggage which I possessed over 30 pounds I should be required to pay three cents a pound, I felt that it was something to which I could not submit, and I turned to one of the old experienced hands whom I had been accustomed to