

has taken place. I hope, Sir, that this matter will not be kept over until another general election for party purposes; and I protest against this being done. We have been trifled with already too long. An hon. gentleman smiles, and I do not wonder at it; but this is no smiling matter to us. It is, in fact, no smiling matter at all. Now, when the late elections were over, what became of the surveyors? We could not find one of them; a week afterwards not a surveyor was to be found; they packed up their tents, like the Arabs by night, and stole silently away. Not one of them was to be seen throughout the length and breadth of the Island. Some surveyors, it is true, were at East Point; but, I will not drag that question in here to day. What I want to press on the attention of the hon. gentleman to-day is, since he has acknowledged, and acknowledged frankly and fully, that we have a substantial grievance, and that the Dominion Government has failed to carry out their compact, Parliament having been induced to grant the money for the purposes, to see, that the Government carry out at any rate their part of the compact; and see that this is done at once. What earthly reason can there be for adopting any other course. I understand that the money will have to be re-voted this Session. The hon. gentleman, I believe, gave some private reason for the Government's delay; they were waiting for some private company in New Brunswick to build the Tormentine Branch Railway. But that is no reason in the world. It is no legitimate excuse. The hon. gentleman has acknowledged that the road ought to be built; Parliament has voted the money with which to build it, and I think it is not going too far when I insist that as far as he can the hon. gentleman will carry out the wishes of Parliament, and his own intentions, as he has here expressed them. Well, now, Mr. Speaker, one word before I close, as to what we really want—and I do not think that our demands are unreasonable. I will call the attention of the Postmaster General to this point: The contract for the conveyance of the mails during the summer is now, I believe, about at an end, and the Government either have renewed it for a limited time or are about doing so. I do not wish to make a charge against the company who have been doing this service. On the contrary, I believe they have carried it out—as far as their contract compelled them—very well. They have had excellent captains on the boats. Better men could not be found in any part of the world. What I complain of with reference to the summer communication is this: Paddle boats do very well during the summer months, but we must have daily communication with Pictou. I see the hon. member for Pictou opposite, and I hope that he will join with me in making this demand; and his constituents are as much interested in this matter as are mine. We must have daily communication with Pictou; but the boats only run there now three or four times a week, which is most inconvenient in connection with our business with Nova Scotia. Answers to letters cannot be got for two or three days; and in no respect are we on the same level in this relation with other parts of the Dominion, where a telegram can be sent for twenty five cents; while if we do not get our letters, we cannot send a telegram even of ten words from the Island under seventy-five cents; and, therefore, it is of treble importance to us to have mail communication well maintained. The demand which we make with reference to mail communication is—that there must be a daily boat between Charlottetown and Pictou, as well as between Charlottetown and Summerside, and I hope and trust that provision will be made in the new contract, to whomever the contract is given, whether to the present or a new company, by which the company will be sufficiently subsidized to enable them to put screw boats during the fall months on the route, in order to

keep the harbors open for at least two or three weeks later than is now the case. In Prince Edward Island the shipping season is confined to very few weeks, and by the time that our farmers have their grain and other crops out of the ground and hauled to market, the season is almost at an end. There is consequently a very great rush; and this is the crucial point—keeping the harbors open for one or two weeks longer than is at present the case. Now, paddle boats are capital boats during summer and mild weather, but they will not do during the fall months and December, because the moment that two or three inches of ice forms in the harbors, these boats have to be laid up; therefore I submit that the hon. gentleman in his new contract with the Steam Navigation Company should adopt the course I have recommended. I believe, for my part, that the present company has conducted the service excellently well. They have done what their contract compels them to do, but the moment that ice forms, they are allowed by their contract to stop their boats. I hope that the hon. gentleman, when he makes a new contract, will see that the contractors are compelled to provide boats which can keep our harbors open at any rate for a fortnight longer in the fall of the year. Why, last autumn, the harbors froze up very early; and there is still an immense quantity of all kinds of produce lying in the warehouses of Summerside and Charlottetown, such as pork, lard, butter and hides, and everything else which the Island exports, and this produce must there remain until next spring. It occasions great loss to the commercial community, when they are not able to ship this produce in the fall, and also to the farmers, although the loss is not so heavy to the latter, owing to the fact that they have then disposed of most of their produce to the merchants, a large number of whom are thus almost ruined. Then there is the canned goods industry, which is a very large one. Large quantities of canned fish and other canned goods are sent from the Island; but the moment a little frost comes the paddle steamer stops, and these canned goods and all the other produce of the Island, awaiting shipment, have to be left in the warehouses all winter. Of course many hon. members may not think that this is a great grievance; but it is really a very serious matter. It affects Prince Edward Island almost more than anything else, and I hope and trust that when a new contract is entered into the hon. the Postmaster General will increase the subsidy, and, as a *sine qua non*, will insist that the company shall provide a proper boat, capable of keeping the harbors open a little longer in the autumn than is at present the case. That is all I have to say with reference to the summer service. I now come to the winter service. The *Northern Light* has solved a good many points for us. It has taught us this: while the navigation of the straits can be kept open for the greater part of the winter, for a period of four or five weeks they cannot be navigated by a steamer at all, and we are then driven to take the Capes route. I believe that every member of this House and of the Senate, from the Island, crossed at the Cape in a small open boat of fourteen or fifteen feet keel; but the House will hardly credit the statement, that on neither side is there a boat house or shed of any kind, with which to cover the boats. You come down on a cold morning with wife, or lady friends, and are compelled to pass to the boat amid splash and wet. I must say that the men do their best to keep the passengers dry and clean, but how can they do so completely? They have no boat house to cover their boats, which they have to tug at, and pull over the ice at the Capes at the risk of their lives. I hope, that the Government will remedy this state of affairs. It is the least that they can do; and I think that they will do it. I do not know who is to blame for the supineness shown in not providing a proper boat house. The blame rests somewhere; and not only is a boat house required and accommoda-