

quest of hon. Prov. Secretary agreed to undertake the task of preparing such a measure.

Hon. PROV. SEC. suggested as the hon member had turned his attention to the subject, he should himself prepare a bill. By that means gentlemen would be able to arrive at a satisfactory solution of the question. No doubt the present regulations required considerable amendment. He was glad to find that the hon. member had been enquiring into the necessity of some amendment. The Governor in Council, for instance, could order the removal of a lunatic prisoner from the local prison to the asylum, but there was no power enabling them to take his property and expend it for his maintenance.

The subject then dropped.

Mr. KAULBACK presented the petition of James Kizer and 200 other inhabitants of La Have, asking for a Light-house on Moser's Head, Lahave river, and urged its favourable consideration.

Also a petition from the Board of School Commissioners for the district of Chester, against combining subscription with assessment for the support of schools.

Mr. BLANCHARD said he had called attention to the fact last session that there were four times as many lighthouses to the westward as to the eastward, taking the same extent of coast.

Mr. McDONNELL presented the petition of James Thompson, Margaree, asking for an increase of salary for keeping a ferry.

Mr. ARCHIBALD asked the government to lay on the table all the papers connected with the Empire Gold Claim.

THURSDAY, March 1, 1866.

The House met at 3 o'clock.

BILLS.

Mr. BOURINOT moved the second reading of the bills previously introduced by him viz : the bill to incorporate the New York and Cape Breton Coal Company, the bill to incorporate the Collins Coal Company, the bill to amend the act to incorporate the International Coal and Railway Company and acts in amendment thereof, and also the bill to amend the act incorporating the Boston and Bridgeport Coal Mining Company.

Hon. Mr. McFARLANE moved the second reading of the bill to incorporate Acadia Lodge of Freemasons at Pugwash.

These bills were read a second time and referred to committee on private bills.

CAPE BRETON AFFAIRS.

Mr. BOURINOT presented a memorial of Duncan McPhee, ferryman between Sydney Mines and Low's Point, asking an increase of salary, and strongly urged the claim of the petitioner. While on the floor, he said he would ask the indulgence of the House in a few remarks relating to Cape Breton, as he had been unable, owing to ill health, to be present in the House on the previous day, and felt himself called upon to make some observations in the interests of the constituents whom he represented. The subject had been introduced by a question from the hon. member for Inverness in relation to the expenditure of monies arising from the Crown lands. By sta-

tute those monies were directed to be expended on the roads in the several counties of the island, and he could not avoid expressing his surprise that they had been so long withheld, in view of the fact that they were claimed as a matter of recognized right. He had heard that one of the reasons for withholding these funds was that those counties had been receiving large extra grants, and on this circumstance great stress had been laid. In looking at the journals he found that they had not been so highly favored after all, though the Government could not have been justified in retaining those monies even if it were so. The County of Cape Breton, which he had the honor to represent, and which received the largest special grant of any of the Cape Breton counties, was apportioned last year the sum of \$7,400, while it would be seen that out of the 600,000 tons of coal exported from the Province, 400,000 tons came from that county; and yet it was said that she had been most highly favored, and was not in consequence entitled to her Crown land monies. The House well knew that the mines, situated as they were, greatly needed roads and bridges, and any one acquainted with the localities would say that a sum far larger than that was needed to make the roads fit for travelling. The grant to Cape Breton County, as he had said, was \$7,400 but he found that no less than \$10,000 was granted to Cumberland, a county represented by the Provincial Secretary, and one in which the gentlemen engaged in developing its resources required the public assistance, while in his own county they had nothing to depend upon but private enterprise, unaided by the advance of a single penny from the treasury. Kings County, not the largest in the Province, had received \$7000, Lunenburg \$10,000, and Pictou in face of the fact that an important line of railway was to be constructed to the harbour of that town, had received \$10 100. Yarmouth had been granted \$7000, probably for the best possible reason that that county was entitled to it, and he did not wish to be understood as disparaging the claims and wants of Yarmouth, but merely as showing that Cape Breton had not been more favourably considered than others.

Some reference had also been made to the Canal—he would say that every man in Cape Breton supported that work—the slowness of its progress was much to be regretted, but he presumed the Government were in earnest in the determination they had expressed. At the period of Mr. Laurie's report that gentleman was unable to see any sufficient indications of prosperity to warrant the projected outlay, but a comparison between that period and this would show how largely the circumstances of the country had changed. By the Canal the county of Inverness would be benefited only in a small degree, the two counties of Richmond and Victoria alone being able to avail themselves of its advantages, the county of Cape Breton not shipping a ton of coal in that way. It had always been stated that the Pictou Railway would confer great advantages upon the Island—it might be of advantage to Inverness and Richmond, but the great coal mining district was distant no less than 180 miles from the harbour of Pictou,