

very well, independently of any government money or legislative grant. This appeared to be the reason on which the present Petition for a repeal of the Grant was based. But could the Petitioners, or any gentleman in the House, who took that view of the subject, ensure, for the future, the continuance of traffic, by means of the same transit, to the same extent that to which it was carried last year? and, if not, was it not probable that, without the aid of a legislative grant, the packet or packets on that station might either be altogether withdrawn, or at least run with much less regularity than public convenience might require. The grant might be reduced perhaps to £40, or even to £20; but some grant was necessary to enable the Government to exercise some control, for public benefit, with respect to the times of sailing, the rates of freight, and passage money, &c.

Hon. Mr. LOWN. He thought that, if the Grant was to be withdrawn, it would be best to repeal the Act under which the grant was made; and to pass another short one, to enable the Government to provide for the transmission of Mails, by that route, by means of a Packet, over which they might have such control as to fix the fares, and rates of freight for horses, cattle, &c.

Hon. the SPEAKER. It would not be necessary to repeal the Act: all that seemed to be contemplated was a reduction of the Grant. He did not think the House purposed the total cancelling of it. It would certainly appear very inconsistent in them, were they, after having agreed last session, to raise the Grant, from £50 to £80, to agree in the present one, to reduce it to nothing. Surely the House were fully convinced of the desirability of such a mode of communication, for the purpose of intercourse and traffic between this Island and the Province of New Brunswick; and, after having witnessed the good effects of the Grant of last year, in producing two Packets, both good and sufficient, he could not now think that they would agree to cancel the grant altogether. Circumstances might warrant a reduction of it; but nothing more was necessary.

Hon. Mr. COLE. The Petition against the Grant had, evidently, originated in private pique and factious opposition; and, he had no doubt, that, could the present Contractor be got rid of, the very individuals who had been most forward in getting it up, would be most active again in procuring signatures to another Petition, in favor of a Grant. He, for one, was not inclined to give way to a few discontented and interested demagogues. Results had proved that the grant of £80, to induce the putting on, and to secure the regular service, for the public accommodation and benefit, of a good and commodious Packet, on the Bedouque and Shediac station, was as judicious a grant as the Assembly had ever made. The mere fact that the individual fare of the numerous passengers, last season, between Bedouque and Shediac, was only 1s 6d, or 1s, was, in itself, a satisfactory proof, that the £80 of the public money, granted for the encouragement of the Packet on that station, had been well applied. It would be absurd to propose the complete extinction of the Grant; so long, at least, as public convenience and the encouragement of foreign traffic should continue to be held objects worthy the regard of the Legislature. If the grant should be withdrawn, how could the Government have it in their power to impose any restrictions, for the public benefit, either as respecting the fares, rates of freight, or times of sailing? Government mails were transmitted by the Packet on that station; and, if the Packet were altogether independent of the control of the Government, as it would be if the Grant were altogether withdrawn, the owner or owners might insist upon having more than £80 for the transmission. He thought, upon the whole, that the grant should be left as it was. If they reduced it to £20, it would, he feared, be a means of reestablishing the old management on the station, of the insufficiency of which they had formerly heard so much. A grant of £80 would ensure, as it had already done, a good, sufficient, and in every respect, for the accommodation of passengers, convenient and comfortable vessel.

Mr. MONTGOMERY. Until then he did not know that any Government Mails were despatched by the Bedouque Packet. The amount of traffic between this Island and New Brunswick and the number of passengers crossing, to and from, between Bedouque and Shediac, results had shown were sufficient for the employment of two regular Packets on that station; and the competition between them would, independently of any legislative grant, be sufficient to keep down the fares and rates of freight. The intercourse now established, by that route, between this Island and New Brunswick, was now so extensive, that private enterprise, independent of Legislative aid, would be well calculated for placing and regularly keeping Packets upon the station for the purpose of sustaining it. The people in the Bedouque section of the Island who were certainly best acquainted with the extent and nature of that intercourse, were, it appeared, fully satisfied that it would, of itself, make a sufficient return for the investment of capital to afford suitable means for carrying it on; and they had therefore, petitioned the House to have it left to fair private competition. Such being the case, he could see no reason whatever why it should be continued.

Mr. YEO. Last year there were three Packets on the station for a time. One was, at length, dropped; and the two which continued to run both did well. The business would pay well without any grant. When the House saw that individuals who were willing to engage in it required no grant, why would they force it upon them?

Mr. WRIGHT. If the House should withdraw the Grant, how could they have any assurance that there would be a Packet kept upon the station at all? His own opinion was, that, independently of legislative aid, the running of a regular Packet between Bedouque and Shediac would not pay. It was not advisable, therefore, he thought, to make any alteration at all with respect to the Grant. His opinion was that it would be best to continue it far, at least, the whole of the period of the Act had yet to run; that was until the end of the three years for which it was passed. The running of the *Grafton*, or Government Packet, had been greatly for the accommodation and advantage of the public; and the opposition Packet had materially contributed to the same end; but the public accommodation and advantage, afforded by the one, and by the other, would not have been realized, independently of the Grant, by private enterprise; and good and sufficient vessels, on such a route, would not have been put upon the station, as regular Packets, without it.

Mr. YEO. The increase in the amount of the Grant had been cancelled for: What necessity was there to trouble the Grant when it was clear that the speculation would pay without it?

Hon. Mr. COLE. The increase of the Grant had induced the putting on of a superior vessel, as the *Grafton*; and the sailing, comfort, and advantage, thereby afforded, to the travelling and trading portions of the community, had not only been very great, but it had been fully appreciated by all who had had experience of them. The *Grafton* had secured a certain and very desirable means of conveying the United States; and, since

the establishment of a Post Office at Green's Shore, about twelve months ago, at which a Mail is made up for the United States and the Colonies, and directly transmitted by means of that Packet, a most desirable accommodation had been afforded for direct commercial correspondence with the United States and the Colonies; and, he believed, the advantages afforded by the Packet, in that particular alone, had been highly beneficial to that section of the country. If the House, however, should think it right to reduce the Grant to £20, he would not object to the reduction. But it would not answer to cancel the grant altogether; for, if they did, the Government, as he had before said, would be obliged to enter into a contract to secure the regular transmission of the Mail to the United States, by that route; and the sum to be paid for such service might exceed the grant for which it could have been secured.

Mr. DAVIS. From the prayer of the Petition and the manner in which some honorable members had spoken of the Grant, one might suppose that the raising of the Packet concerned no one but the Petitioners; whilst the fact, on the contrary, was that the establishing and keeping of a regular Packet on the Bedouque and Shediac station was of great importance to the whole Island. Who, he should like to know, would guarantee a Packet's being regularly run there at all, if the Grant were withdrawn? There was no reason at all in the Petition: it was unworthy the attention of the House. The Grant had been greatly conducive to the public benefit generally; and he would support the Grant as it stood in the Bill of last session. With respect to the *Grafton*, the vessel which had successfully competed for the licence and the grant, he could, of his own knowledge, say that she was beautifully and commodiously fitted up; and he did not believe that a better vessel could be found in England.

Hon. the SPEAKER. In deliberating concerning the repeal of the Act, they were seeing prematurely. They could not repeal the Act whilst the Contract which arose out of it was in existence. Hon. Mr. WRIGHT. He had been authorized, by the Contractor, to act as proxy to give up the Contract. If they wanted any more satisfactory information on the subject, it would be best to move an Address to His Excellency to that end. There had been much cavilling about the amount of the Grant, on the part of some individuals, who were influenced by no motives, but such as arise from private pique and the most selfish regard to their own interests; and, so foolishly had they acted, with respect to it, that, if the course which they prayed for, should be agreed to by the House, it would prove more than injurious to their own individual interests, than it was of benefit to the public in general. It would be a just and fitting punishment to them should the House determine to let them have their own way; and for such a determination he was therefore, prepared to vote. In making this declaration, he did not, however, forget that a grant would be required to ensure the transmission of the Mails by that route.

Hon. the SPEAKER. He knew it had been said that the owner of the *Grafton* was willing to resign his Contract; but a simple authorised declaration to that effect, on the part of any individual member of the Government, or of the House, was not sufficient to afford grounds for legislative action with respect to the Contract. Before the House could, with propriety, proceed to deal with the Grant, with a view either to its extinction or reduction, it would be necessary that in the usual and regular way they should be directly informed that the Contractor had tendered his resignation of the Contract in due form, to the Government, and that the Government had accepted it. After advertising to that clause of the Act which prescribes that the Grant shall expire so soon as a Steamer shall be put on, the hon. gentleman proceeded to observe that the Grant had been productive of much good. It had, he declared, benefited the Colony to four times its amount, by operating so as to produce a reduction, not only in the rate of passage fares, but also in that of freights; from which had resulted a considerable increase of traffic and intercourse with the adjoining Province and the United States. He was not, however, competent to decide as to the fairness or unfairness, with which the Contract had been competed for; but, if the owner of the *Grafton* should, at his own desire, be extorted or released from his Contract, and it were quite certain that other individuals could be found willing to put a good and sufficient Packet, on the same route, under the same regulations as those which had applied to the *Grafton*, for an annual Grant of £80, or less, he thought it would clearly be the duty of the House to reduce the amount of the Grant to that lower sum, whatever it might be.

Mr. YEO. It was well known that individuals were fully prepared, should an opportunity do so, to be licensed to run a Packet for £20, or indeed in the absence of any Grant whatever.

Hon. Mr. LOWN. Yes, if they should be allowed to raise the rates of passage money and freight, at their own discretion and will, he did not doubt parties could be found who would put on a Packet in the absence of any legislative Grant. The opposition party would not then carry passengers at 1s 6d a head. No, the passage fare would soon be raised to 6s. or more. In his opinion, the best course to be pursued, with reference to the question, would be to amend the Act, by a reduction of the annual Grant from £80 to £20, and then for the Government to let it be by means of tenders. If it were left to private competition, independently of a legislative Grant, there would, perhaps, be two or three vessels—it might be very inferior, if not unsuitable, ones too—put upon the station; and not being bound by any regulations, they would sail, without regard to times or days, and either with or without the Mails. The *Grafton* having the carriage of the Mails, in consequence of an obligation to that effect arising out of the Grant, had very frequently been prevented from sailing, with passengers and goods, when, otherwise, quite prepared to do so, until the Mails should be put on board at the regular and appointed time. Such delays were clearly detrimental to the interests of the owner of the *Grafton*; because an opposition Packet being on the station and at perfect liberty to sail whenever wind and tide would permit, passengers and freighters naturally, with due regard to their own convenience and interests, gave the preference to the Packet which could sail first. If thirty or forty individuals were waiting for a passage, as was, perhaps, frequently the case, and the opposition Packet was first prepared to sail, in consequence of the *Grafton's* running under Contract, and being, therefore, obliged to wait for the Mails, there was clearly an advantage, to the amount of the passage money, on the side of the opposition—an advantage which, but for that compulsory delay would, most probably, have been secured by the owner of the *Grafton*. The hon. gentleman then concluded by saying that he would, in conformity with the notice which he had given to that effect, move for leave to bring in a Bill for the amendment of the Act, with a view to the reduction of the Grant, not its total extinction; for, independently of a Grant, the Government would have no power to interfere with or regulate the

rate of passage fares, with a view to the public benefit, by keeping them down to a moderate scale.

Mr. LOWN. The Grant authorized by the Act were intended to be bounties to encourage the putting on and regular running of sailing Packets between this Colony and the neighbouring Provinces; they were not made with a view to the establishing of Mail Packets. The foreign Mails were made up by the Post Master General in Charlottetown and the Grant of £80 to the *Shediac* Packet was not a Grant for the establishment of a Mail Packet; but merely a bounty to ensure the regular running of a sailing Packet on that station, for public accommodation, and the extension of our traffic and intercourse with, and through, the Province of New Brunswick. A grant of £80 for such a purpose was, he thought, too large; for it would have the effect of establishing a monopoly. Other vessels could not be profitably run, in competition with a Packet to which so large a grant was made. He would vote, either for a reduction of the Grant to £20, or for the throwing of the speculation quite open to private competition, independently of any Grant. In fact, he was of opinion that, if the Grant should be altogether repealed, there would be opposition and competition enough for the protection of the public against any exorbitant charges for fares or freights.

Hon. Mr. POPE. He would support a total repeal of the Grant; but not out of any regard for the voter of the Petition, for the payer he held to be a dishonest one. The Petitioners were well aware that a Contract had been entered into by the Government, under the sanction of an Act of the Legislature for a period of three years, and as individuals to run a Packet on the *Shediac* and *Bedouque* station; they knew that that Contract had been fairly made; and also that all its obligations had been punctually and efficiently fulfilled by the Contractor, and entirely to the satisfaction, not only of the Government, but of the public in general; and yet, the evident disregard of good faith and legal obligations which, to him, was truly surprising, so far at least as it concerned many of them, they came forward and prayed the House to repeal the Act, and of course, to violate the contract which could not be done without rendering the Government liable to an action, unless with the consent of the Contractor, which they had no right to expect would be cancelled. The prime agent or mover in the matter of the Petition, however, he believed, was a well known individual, a sort of Nova Scotia Yankee, directly concerned in the opposition set up against the *Grafton*. By means of some parties, whom he had found means to use as his pliant tools, and aided by worthy auxiliaries, supplied from the establishment of the hon. member from Port Hill, the Petition had been carried about the country, and such representations made by the agents, so employed, as had, he felt convinced, induced many persons, quite ignorant of the facts and merits of the case, innocently to subscribe their names to a Petition, which had its origin in nothing but disappointed cupidity, and the only real aim which was to gratify individual malice toward the Contractor. For no other reason than his having been the successful competitor for the contract and bounty. Indeed the originators of the Petition had not, in some quarters which they thought safe, made a secret of their dishonest intentions; for it had come to his knowledge, on the authority of a member of the House, that they had said they would not allow the Petition to be presented, if they thought the present contractor were really going to leave the Island, and take the *Grafton* off the station. It was a well known fact that some party who was largely concerned in the opposition was a Foreign subject, who managed, in violation of the Law, to hold property in a British Registered vessel, thought the convenient and accommodating consciences of other parties, who did not scruple to make false declarations of ownership, in order to evade the Law, by which they were liable to a penalty of £500 sterling. 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control of the Government, that they could ensure its being comfortably fixed up, and the fares being kept down at a moderate rate, and these public advantages would be best secured by continuing the present system.

Mr. Moore moved to amend the Bill by striking out the clause granting 1000 acres of land to the Company.

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LEGISLATIVE SUMMARY.

HOUSE OF ASSEMBLY, Saturday, March 2. JUNIPER KNEES.

Hon. Mr. WHELAN read, in his place, a Petition of John Frost, Fitz and Sewall, Edward Saville, and John Macintosh, with accompanying Certificates, praying that no additional export duty may be imposed on Juniper Knees, and that the period for exportation may be extended beyond the first of July next.

CHINA POINT AND PORT SELKIRK FERRY BOAT.

Mr. DAVIES presented a Petition of divers Inhabitants of Belfast, Township 50, and others, praying for a Grant to provide a Boat for the Ferry between Port Selkirk and China Point.

GAS LIGHT COMPANY.

The Bill, intitled "An Act to incorporate the Charlottetown Gas Light Company," was read a third time and passed.

FISH INSPECTORS.

Mr. DAVIES presented a Petition of William B. Dean and others, praying for an Enactment providing for the appointment of Fish Inspectors.

BANKRUPT LAW.

Hon. Mr. FURBER moved to introduce a Bill to regulate the Bankruptcy and relief of honest but unfortunate Debtors.

ELECTRIC TELEGRAPH COMPANY.

The Bill, intitled "An Act to incorporate the Newfoundland and Prince Edward Island Electric Telegraph Company," was read a third time.

Mr. Moore moved to amend the Bill by striking out the clause granting 1000 acres of land to the Company.

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HASZARD'S GAZETTE.

Wednesday, April 6, 1853.

THE MAIL.—The wind being too high on Saturday morning, the mail boats did not leave this side, until about half past 2 o'clock, p. m.

THE MAIL COURIER.—The Mail Couriers used the new Boat, constructed by order of the Government, which seemed to answer the intended purpose.

MAILS FOR AUSTRALIA, FROM ENGLAND.

GENERAL POST-OFFICE.—Her Majesty's Government have made arrangements for the conveyance of mails to Australia on the following days:

May 4.—Morning, via Southampton and Singapore.

May 8.—Evening, via Marseilles and Singapore.

May 12.—Morning, via Southampton and Singapore.

May 16.—Evening, via Marseilles and Singapore.

May 20.—Morning, via Southampton and Singapore.

May 24.—Evening, via Marseilles and Singapore.

May 28.—Morning, via Southampton and Singapore.

HAZARD'S GAZETTE.

HAZARD'S GAZETTE, APRIL 6.

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LINES... By E. E. Cooks. When the glad morning dawns And lights the dewy lawn...

THE BEST MANURE FOR THE POTATO.—I have been induced to plant a large proportion of my crop with charcoal this year...

AN OUTFIT'S ACCOUNT FOR WORK AND LABOR DONE.—I hundred and twenty five acres I began to work on the pony...

J. GILLIGAN. Great George Street. HAS now open a full and complete assortment of... MEDICINES, CHEMICALS, SHAVING SOAPS, PERFUMERY, &c.

Cheap! Cheap! Cheap for Cash! AT THE GENERAL REPOSITORY OF BRITISH MERCHANDISE!!!

JUST RECEIVED, A further supply of New Goods, AT THE LONDON HOUSE, per Steamship Canada via Halifax.

Mrs. Forsyth. WOULD respectfully intimate to the Ladies of Charlotte and its vicinity, and of the Island in general...

WHOLESALE. WILLIAM ELLIOT & Co. of BOSTON. United States Merchants, have constantly on hand at Charlotte, P. E. Island, a large supply...

Sugar, Molasses, Flour, &c. THE Subscriber offers for Sale, at the Premises, the Establishment of the Hon. W. W. Wood...

Glazgow and Manchester House. DAVID WILSON, No. 5, RICHMOND STREET, has JUST RECEIVED, per City Alexander...

THE COLONIAL LIFE ASSURANCE COMPANY. GOVERNORS—THE HON. MESSRS. EARL EDGEMOND, EARL KINCARDINE, GOVERNOR GENERAL OF CANADA.

NATIONAL LOAN FUND LIFE AND FIRE INSURANCE COMPANIES OF LONDON. Incorporated by Act of Parliament.

ALLIANCE LIFE AND FIRE INSURANCE COMPANY, LONDON. ESTABLISHED BY ACT OF PARLIAMENT. Capital £2,000,000 Sterling.

CASH. CASH PAID for good OATS, BARLEY, WHEAT, SHEEP-SHELS, OATMEAL. JAMES N. HARRIS.

Winter Arrangement of Mails. THE MAILS for transmission to the neighboring Provinces, Newfoundland, and the United States...

BELLE! BELLE! BELLE! I have all sizes of Church, Factory, Steamboat, Party, Commemorative, and other Bells...

FRENCH LANGUAGE. M. THEODORE CORMIER begs leave to inform the Ladies and Gentlemen of Charlotte...

MONEY TO LEND. ENQUIRE at the Office of CHARLES PALMER, Esq., Charlotte.

For Sale, or to Let, THE DWELLING-HOUSE, One-story, and Premises, and Lot of LAND, in Georgetown, No. 3, Third Range, Letter B.

TO BE SOLD OR LET. DWELLING HOUSE, Out House, and Premises, at 21 Cumberland Street, near the residence of Dr. Jenkins.

WILLIAM STRAIGHT, DESires to inform his friends that he still continues the re-fitting, cleaning, and stiffening of Beaver and Silk Hats.

BANKING NOTICE. THE Subscriber will grant Cheques on the "Bank of British North America" at Halifax, and on the Agents of the Bank at New York.

NOTICE. THE Subscriber, being about to leave the Island for a short period, particularly requests all persons that are indebted to him...

ADMINISTRATION. ALL Persons having claims against the Estate of the late EDWARD TORRENS, of York River, Farmer, deceased...

MARE FOR SALE. A MARE, in foal, four years old, will be sold, or exchanged for a heavy Horse. Enquire at this Office.

TEMPERANCE HALL COMPANY. A MEETING of the Directors of the above Company, held in the Temperance Hall, this evening...

New York Illustrated News. \$3 per year. P. T. BARRETT, Special Agent; H. D. & A. E. BEACH, General Partners.

The Old Established Hat and Clothes Renovating Business. THE Subscriber, grateful for past favors, intimates, that he continues to work at the above...

GOOD BARLEY. GOOD BARLEY bought at BRIGHTON BARLEY, March 10, 1853.

ST. NICHOLAS HOTEL. Between Spring and Broome Streets, Broadway, NEW YORK.

REMOVAL. Mrs. SELDON. GRATEFULLY acknowledges the liberal patronage she receives from her friends, and begs to inform them...

For Freight or Charter. THE substantial and well built Brigantine Jane, burthen 118 tons, old measurement GEORGE CRAWFORD...

STATSMAN. THE handsome and well-known Horse STATSMAN will serve for the season, commencing on the 1st of May...



Established 1823. The Illustrated News is published weekly, and contains sixteen large pages, filled with a great variety of interesting reading matter...

SOLE TOM'S. The Subscriber, grateful for past favors, intimates, that he continues to work at the above...

Books Just Received. LATHAM'S MAP and his migrations. GERALD MILES, the narrative of a residence in Brazil...

WANTED to CHARTER, a VESSEL of about Fifty Tons burthen, for St. JOHN, New Brunswick, at the opening of the navigation.

The Old Clydesdale Colossus. WILL stand for the Season at Cape Traverse, (near a Fortnight, commencing on the 1st day of May...

STATSMAN. THE handsome and well-known Horse STATSMAN will serve for the season, commencing on the 1st of May...

Young Saladin for Sale. THIS very superior Entire Horse five years old is offered for sale. He stands 16 hands 1 inch high...