Haszard's Gazette.

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Legislative Proceedings.

HOUSE OF ASSEMBLY.

MONDAY, 9th February, 1852.

MORNING SITTING.

Mr. MOONEY presented a Petition from Simon Gill of Tracadie Cross Roads, praying a grant for his services as a Teacher. The petition was referred to the Committee on Schools.

Mr. BEATON presented a Petition from Anastatia McDonald, on the same subject, which was also referred to the same Committee.

Mr. BEATON presented a Petition in favour of Free Education, from the Inhabitants of Souris (West Side), which was also referred to the same Committee.

Mr. BEATON presented a Petition from John Bourke, Ferryman, Souris, praying a grant for his services. Petition laid on the Table. The hon. member also presented a Petition from Anthony McNaughton, on the matter of a contract for the erection of what is termed Wright's Bridge.

Hon. Mr. WARBURTON informed the House, that the Bridge was not constructed according to his, the Petitioner's undertaking, in several particulars, which he (Mr. Warburton) himself had witnessed, in company with the Hon. G. Birnie, who was requested by the Commissioners of Roads and Bridges to inspect and report thereon.

Hon. Mr. POPE had been well acquainted with this question for some time, and expected that the petition would be presented, for the petitioner had applied to him to give it his support; but he could not give it the smallest countenance. The Commissioners had satisfied the petitioner, that he had failed in performing his contract, and he was willing to forego the sum of £20, and gave his receipt for the balance. What just pretence then, he could make out for coming to the House to rescind his own act, he (Mr. Pope) was completely at a loss to understand; and the House ought not to waste their time upon it. There could be no reasons advanced in support of the petition; and it should not have his support.

Mr. BEATON said, the petitioner had not informed him of his having given a receipt of the purport alluded to by the hon. Treasurer; but he had told him, that the Iron Plates complained of by the Commissioners as not having been placed in the Bridge, were not stipulated for in the contract.

Mr. PALMER did not—as was well known to the House—approve of those after-claims, except under very peculiar circumstances; but this application, it appeared was not like the general ones, for additions and extra work. He had heard much talk outside, about this Bridge, and great complaints against the Commissioners relative to the question now under debate; but he had not heard of or seen published, that the Hon. Mr. Birnie was appointed Inspector general of public works. But be that so or not, it appeared that he (Mr. Birnie) proposed an alteration after the work had proceeded so far, that it could not be complied with, without undoing much that had been done. Whether, when the receipt was given, the Petitioner was aware he gave up all further claim or not, he (Mr. Palmer could not say; but thought there was sufficient ground for the House to notice the Petition, if only for the sake of the Commissioners themselves, who should undergo an examination by a Committee of disinterested members: such an examination would take up but very little time.

Hon. Mr. POPE could not agree with the honorable and learned Member for Charlottetown; on the contrary, he thought, the entertaining of such a proposition, would be nothing less than throwing away that time, which might be profitably spent for the good of the country. What necessity was there for such enquiry? The receipt went to shew that there was none: it was given for balance of account. Here the honorable member handed the veritable document to the Chairman, that it might be inspected. The Commissioners, continued the honorable member, had done their duty in protecting the public from imposition, and could clear themselves before any tribunal. He (Mr. Pope) did not place more value on what was said outside, than he did upon two straws. It was a matter of regret, continued the honorable member, to have to state, that the Petitioner's word could not be confided in. He was comparatively a stranger, but had been here sufficiently long to establish that fact.

Hon. Mr. COLES said, the Petitioner had constantly importuned the Magistrates, and caused them very great trouble. It appeared evident, he intended to make a good job of it, and thought he could deceive the Commissioners; but they, as in duty bound, both to themselves and the public, circumvented his scheming. The honorable member for Charlottetown, had expressed his surprise at the name of an Inspector general of public works: why so, he (Mr. Coles) could not tell; for it must be known to him, that an appropriation of £50 had, last Session, been set apart for the payment of such an officer. If the honorable member intended to insinuate that an Inspector was not required, he should have witnessed what he (Mr. Coles) had seen, when the Government House was under repair. Then it was discovered, that on a previous occasion, when it was supposed good and substantial work had been put in, nothing but rubbish had been used, where the eye could not detect the imposition. It was by request of the Commissioners, that Mr. Birnie went to examine the Bridge; and he not only found the Iron Plates wanting, but bad work; and an evident intention not to abide by the contract. Such barefaced attempts ought to be put a stop to, to deter others and to operate as a warning in future. £20 was not an equivalent for the nonperformance of the stipulations in the contract.

Mr. WIGHTMAN had understood a new plan was introduced after the Petitioner had progressed in the work, and that he could shew that he was a loser thereby. If so, he (Mr. Wightman) thought he was entitled to the consideration of the House.

Mr. BEATON said, he was informed that there were two plans; and the receipt given, the Petitioner might not have thought to be of that importance which several honorable members seemed to attach to it. The plates could not have been inserted when his notice was called to it, without great injury to the work performed.

Hon. Mr. POPE said, the Petitioner might have had the £20 in his pocket, if he had finished the Bridge according to contract. He gave the receipt with his eyes open, and had nothing to complain of.

Mr. LAIRD remarked, that from what he had heard from honorable Members, it was never the intention of the Petitioner to put in the plates at all; but on the other hand, it seemed plain, he was fully bent on glossing over the work, and endeavouring to blind the eyes of the Inspector and the Commissioners.

Mr. MOONEY considered the question was simply this—was it or was it not a part of the contract, that a certain number of iron plates should be used in the construction of the Bridge. If it was an afterthought of the Commissioners, then the Petitioner could do as he pleased, unless an agreement had been entered into to remunerate him for the extra work. He (Mr. Mooney) thought the Petitioner ought to be examined and the contract produced.

Hon. Mr. POPE said, the honorable member must have a poor opinion of the Commissioners; but they were Gentlemen of intelligence, and done their duty to the Petitioner and the public, in thoroughly investigating the matter in all its bearings, and he should oppose the House's being sent on a voyage of discovery for any such purpose.

Mr. DOUSE was of opinion, that the question ought not to be treated lightly, that all due consideration should be allowed; for as it was quite a new plan in this Colony, great desire was felt to inspect it; and the Petitioner was daily annoyed by the opinions and suggestions of numerous parties. Further enquiry ought to be made. Let it not be said that; justice was refused, and that he was condemned without a hearing.

Mr. PALMER had heard nothing about the receipt till this day, that certainly, was strong *prima facie* evidence. Still the Petitioner might not have been aware of its nature. He fully agreed with what had fallen from the honorable member, for the Second District of Queen's County: the question ought not to be hurried over and enquiry should take place.

Hon. Mr. COLES said, it was more a matter of law than otherwise. Let the Petitioner try the question in the Supreme Court. The House had not yet come to that; but if such questions were to be tried here, it would be requisite to appoint his Honor, the Speaker, judge.

After a few additional remarks had been offered by the honorables the Colonial Secretary and Treasurer, and Messrs. Palmer and Yeo, the Petition was ordered to be laid on the table, and the contract produced.

Hon. Mr. COLES, as Chairman of the joint Committee, presented the draft of an Address to the Queen, on the subject of reciprocity of Trade with the United States, which passed unanimously; and the same Committee was appointed to prepare an Address to His Excellency, requesting the due transmission of the same.

AFTERNOON SITTING.

Bill to regulate the Printing of Government Advertisements.

On motion by the Hon. Mr. Warburton, the Bill was recommitted for the purpose of having a certain alteration made therein, to obviate the repeal of a certain clause of the Statute Labour Act, which directs that certain Notices shall be inserted in "the Public Papers"—by which was understood all the newspapers published in the Colony. The hon. member explained, that to this end, his intention was to propose such an alteration in the Bill, as would empower the Government to cause to be inserted, in one or more papers, besides the *Royal Gazette*, the Road Notices, as well as Proclamations and other Official Notices, when they should deem it to be for the public benefit to do so.

Mr. SPEAKER declared himself opposed to the investing of the Government with any such discretionary power. When, with a view to the support of the *Islander*, a newspaper in the pay of the proprietors, the Act of 1841 was so framed, he opposed it; and he would oppose it now. He would never consent that it should be put in the power of the Government to corrupt the Press by an exercise of discretionary patronage, and to buy the support of any paper by causing to be inserted in it a portion of the Government Notices or advertisements. There had not been two Government papers either in Canada West or Canada East; neither were there two official papers, either in Nova Scotia or New Brunswick; and there could be no good or honest reason why there should be more than one here.

Mr. LAIRD thought the Government notices and advertisements should all be confined to one paper. He did not think that the public were benefited by having the road notices inserted in all the papers; for, in fact, the newspapers were not read by one-half of the people. If the road notices could not be made sufficiently public by their insertion in one paper, it would, he thought be possible to give them all necessary publicity by the circulation of handbills throughout the country.

Mr. DOUSE was of opinion, that it would be for the public benefit, that the Government advertisements, particularly proclamations of lands and road notices should be inserted in more than one paper, but the choice of papers, for their insertion, should not be dictated by party or political feelings; but as it was a public service, a service in which all were concerned, the choice should fall upon such paper or papers as had the widest circulation.

Hon. Mr. POPE replied to the observation of Mr. Douse, respecting the publication of the proclamation of lands for nonpayment of assessment, that the last advertisement of such lands, in the *Royal Gazette*, had cost £6, and if it had been inserted in all the other papers, it would have cost three times as much more. He hoped, however, to have the honor of arresting the attention of the hon. member for Belfast, by another proclamation next term, which he thought would be a more effective method of reasoning with those who were so tardy in responding to the just demands of the Government for the payment of the land tax.

Hon. Mr. COLES thought the House might very safely confide a discretionary power, with respect to such notices, to the Government; for knowing their accountability to the House, it was not very likely that they would abuse it. He thought it right, however, to state that, should the power be withheld, he, as a member of the Government, would deem it perfectly right, that such a power should be exercised, independently of any law, whenever it should appear that its exercise would be for the public benefit; and he would be prepared to act accordingly, in all such cases, depending upon a vote of the House to sanction the extra outlay for such public service.

Mr. HAVILAND would like to have it laid down as a positive principle that all Government notices should be published in the official paper only. The Government should have no discretionary power in the matter; by means of it they might corrupt the public press.

Mr. SPEAKER could not see but that one paper might publish all the Government advertisements. With respect to the road notices, in order that they might obtain sufficient publicity, he would recommend that the notices, as regarded time, should be extended to four times the period to which they have generally been limited, The newspapers were not taken by one-third of the people; and the inserting of such notices, in even two or three of them, would not answer the purpose; and neither would the distribution of handbills: but such an extension of time, with respect to the notices, as that which he had recommended would, he thought, effect it.

Mr. WIGHTMAN said that, unless the object were to increase the circulation of the *Royal Gazette*, he could not see why such Government advertisements as concerned the public at large, should not be given to other papers also. In his opinion, other papers were quite as much entitled to them as the *Royal Gazette*.

Mr. DOUSE. If they were not to be given to all the papers, he would say, let them be strictly confined to the *Royal Gazette*.

Mr. WARBURTON would not have the smallest objection to such an arrangement. He had not, in the first place, proposed it, because he feared that, should he do so, he would be taxed with an unfair desire to favor that paper.

Hon. Mr. POPE. Should the Bill be so framed, as to render it imperative on the Government to confine all Government advertisements and official notices to one paper; and should any emergency arise to render it necessary to act otherwise, he, as a member of the Government, would not hesitate to recommend such a course as perfectly justifiable.

House resumed, and progress reported.

House in Committee on the Small Debts Bill—Mr. FLYNN in the Chair.

Court Houses for Small Debts Commissioners.

The Committee, after the question had undergone considerable discussion, concluded that it would be most for the furtherance of justice and the public benefit, in the Small Debts Courts, that all such Courts, both the quarterly and the monthly, should consist of five Commissioners, three of whom should be a quorum; and it was agreed, that the Bill should be amended accordingly.

The question having been settled, the Hon. Mr. Pope took occasion to animadvert, with much severity, upon the very great and obvious impropriety of holding Small Debts Courts in Taverns, as in too many instances was the case throughout the Island. No person, surely, would be so absurd as to say, that the associations of a grog-shop could be favourable to the pure; administration of justice; or could fail to perceive how desirable it was that these Courts should be removed from immediate contact with immorality and disorder. Some Commissioners, with that view, had held their Courts, alternately, at each other's houses; but such an arrangement, notwithstanding the propriety of its object, was objectionable, as occasioning intrusion upon private families and derangement of the household economy of ladies; and, at the best, it was but a vagabondising mode of administering justice. A suitable Court house, he had satisfied himself, by calculation, might be erected, in each and every of the Commissioner's districts in the Island, for less than £100, and the country might very well afford to pay the interest of that sum for so great a convenience. He had observed much respecting the County Courts in England, which would, he thought, be very applicable to this Island as, for instance, the officers of the Courts had power to a certain extent, over the fees, and have, besides, power to make certain assessments, for the purpose of providing suitable Court Houses and other accommodations, the property being vested in the officers of the Courts. The credit of this Colony was high; and our means were not so limited, but that they might very well put their hands into the public purse, and take from thence a sum sufficient for such a purpose; and the execution of it would, he was persuaded, give much satisfaction throughout the country. At present there were no respectable places, in which the people of the country could assemble for useful and laudable purposes; and such buildings, besides affording accommodation to the Small Debts Courts, would be very advantageous to the public on many occasions, for the holding of public meetings. He, for one, was quite ready to put his hand into the public purse for such a purpose; for he was positive that the erection of such buildings would prove a great public benefit Let his suggestion, however, be received as it might, the day was not far distant when such Court Houses would have to be erected for the holding of Small Debts Courts under one duly qualified and properly salaried itinerant judge, whose salary might be defrayed from the amount of fees paid into the Courts.

Mr. MOONEY thought it would be better, in the first place, to expend £1000 in the erection of School houses; which, besides affording suitable accommodations for the reception and instruction of children, might very well be made to accommodate the Small Debts Commissioners, until the country could afford to provide them with Court Houses.

Hon. Mr. COLES. Before undertaking to build Court Houses, it would first be necessary to decide concerning the most suitable localities. He thought it would be most advisable to wait, and see how the Courts worked. and whether they were established in the proper quarters. When satisfied on those points, he would have no objection to such an application of public money, as that proposed by the Hon. the Treasurer. It certainly was not conducive to the ends of justice to have the Courts held in public houses; or to have a hundred or more, on such occasions, invading the territories of domestic economy, must undoubtedly be very annoying to the mistresses of private families. The Bill contemplated the establishment of six Small Debts Courts in each County; and, if £30 were to be expended on the erection of a Court House for each, the outlay would not be ruinous.

The Hon. the SPEAKER. What had just been proposed might be all very well, were there any certainty or even probability, that the law which they were framing would have greater permanence than others of the like nature which had preceded it. If it were likely to be a lasting thing, and the Districts could, at the same time, be incorporated for the purpose of enabling the Inhabitants to provide for their own Road-service to regulate and support their Schools, and generally to manage their own local affairs, it might be right; but to take any such step, under or in connection with the present Bill, which another House might altogether repeal, would be imprudent. At least it would be better to wait, until it should have been in operation for twelve or eighteen months, when they might be better able to judge, how far the measure was likely to be a permanent one. He would much rather, however, that the people should be given an opportunity of taxing themselves, for all local conveniences and improvements, as in New Brunswick: than that they should have such provided for them, out of the public purse; and, until Districts should be incorporated for such purpose, he did not think there would be any security against ultimate loss by such erections as Small Debts Court Houses. He concurred with the Hon. Treasurer, with respect to the great benefit which would be experienced from the appointment of a suitable itinerary judge—a man of integrity and of sufficient ability—to supersede the Commissioners. It would be a saving, he believed, if not less than £200 a year, as respected appeals, attendance of witnesses, and other things, arising out of suits preferred in the Small Debts Courts.

Hon. Mr. COLES. He would move that a clause be added to the Bill, directing the Clerks of the respective Courts under a penalty, to make regular returns of the amount of Fees paid and of the sums sued for in their several Courts. These returns would shew, whether the fees would constitute a sufficient salary for a duly qualified itinerating Judge.

Such a Clause having been prepared, by the Hon. member, a short time after, it was submitted and unanimously agreed to.

MORNING SITTING.

TUESDAY, February 10, 1852.

SMALL DEBTS BILL.

Great part of the morning was consumed, in a Committee of the whole House, on further consideration of this Bill; principally in the matter of Fees to be paid to the Clerks of the Court and Constables, which, in many instances, were reduced. This lengthy Bill had now been gone through by the Committee, and although progress was reported, and leave asked and given, to sit again, it was not to delay the engrossing of it.

Petitions were presented on the subject of Free Education and concerning Wharfs and Roads, by Messrs. Thornton, Laird, and Davies, and the Honbles., E. Whelan and J. Pope, The latter Hon. gentleman in presenting one from Cape Traverse, numerously and respectably signed, said he regretted to say, the petitions dissented from the proposed scheme to bring about the blessings of Free Education. As one which he had presented, stated similar reasons for opposition, it was very evident to him (Mr. P.) that some interested party, having some sinister end in view, was going about those parts to impress on the minds of the people exaggerated statements, totally unfounded in fact.

On motion of the Hon. Mr. Coles, the House went into a Committee of the whole on the Draft Contract and Correspondence, relative to Charlottetown Ferry.

A Letter from Mr. Henry Haszard, addressed to the Attorney General, was then read. Through this letter, Mr. John Haszard declines to execute a contract, previously entered into, to provide a Steamer to ply from Charlottetown to the other side and *vice versa*, unless the Government shall agree to advance him about £650, to enable him to erect blocks and slips and other requisites.

Hon. Mr. COLES said that during the last summer many complaints were made to the Government, relative to the irregularity of the Steam Boat, which, on investigation were found to be well founded. The justice of these complaints, together with an inspection of the Boat, convinced the Government that the contractor had broken his contract, and notice was given him to that effect. Advertisements were then published soliciting Tenders for a Steamer to take the place of the one belonging to the late contractor, Mr. Tremain. Only one Tender was received, and that was from Mr. John Haszard. It was accepted; but, a few days before the meeting of the Legislature, Mr. Haszard declined to sign the Contract, unless the Government should provide the necessary accommodation, for the Boat, of docks and slips on each side of the river; but this the Government declined to do, as all the advantages of rights for 20 years, to the Ferry, were to be secured, by the agreement, to the Contractor. Things being in this state, and the House so near its Session, the Government determined to leave it till it assembled, and then to bring the whole subject under its consideration. He was inclined to think, that it would be advisable to fall back upon the old Act, and obtain a Team Boat for a few years; as one upon a much improved principle could now be obtained. The Hon. member was prevented from concluding his remarks by the announcement of a message from the Legislative Council, after the receiving of which the House adjourned.

AFTERNOON SITTING.

House in Committee of the whole on the Draft Contract and Correspondence relative to the Charlottetown Ferry.

On the subject before the Committee a very long discussion ensued.

Hon. Mr. POPE was the first to speak on the question. He said, that Mr. John Haszard had come forward, and engaged to provide a Steam Boat for the Ferry, on certain conditions, which were acceded to by the Government, and the Contract was prepared accordingly. However, it now appeared, that he would not sign it, unless the Government would consent to advance £650 for the erection of blocks and slips, on each side of the river. He (Mr. Pope) was of opinion, that it would be the best way to give him the *slip*, and fall back upon a Team Boat. The demand was a most unreasonable one, and it was not unfair to infer, that it was made only on the expectation, that a refusal would afford an apology for backing out.

Messrs. DAVIES and DOUSE insisted, strongly and repeatedly, that a Steam Boat would never pay, unless suitable accommodation, such as those set forth in Mr. Haszard's letter to the hon. the Attorney General, should be provided. The slips, they said, were a most needful convenience, and unless, by the erection of protection blocks, something like a dock should be provided for the reception of the steamer, there could be no security, that she would not, by some strong gale from the east or west be dashed to pieces.

Hon. Mr. POPE thought, there would not be found any disposition on the part of the House, to make such an appropriation as £650 for such a purpose. He, certainly, would not consent to any such proposal; but would not be disposed to refuse £200 or £300 for the purpose. He, however, inclined to believe, that the demand on the part of Mr. Haszard, was intended to be a genteel way of backing out of the contract; and that he was no longer disposed to have any thing to do with it.

Hon. Mr. COLES said, a good Boat was certainly wanted, and it was certainly desirable that the boat should be a steamer; but a steamer could not be procured without a previous engagement on the part of the Government to expend such a sum as £650 in the providing of necessary accommodations, for the boat for three or four years. He had lately had a good deal of conversation upon the subject with a very skilful and intelligent engineer, who had satisfied him, that a Team Boat, upon a new principle, could be constructed, so as to afford sufficient accommodation for passengers, and at the same time to admit of four horses to work it being kept constantly under cover; and that such a boat could be built for the £600 required. As he (Mr. Coles) felt persuaded, that as there would be no steam-boat put on this year, they would be obliged either to fall back upon a team-boat, or throw the ferry open. The Government was most anxious to afford every facility to the people; but could not, with any propriety, advise so great an outlay as £650 for the accommodation of a steamer. He would recommend, that the House shou'd make an appropriation of £200 to the Government for the purpose of making the required improvements on each side of the Ferry, and allow them to make the best of it; and then if Mr. Haszard should be found willing to proceed according to the terms of his tender and of the Contract, he might be allowed to do so; but if not, it should be understood, that the Government would at once advertise for a Team Boat of the construction to which he had alluded.

Mr. YEO said, Mr. Haszard ought to have considered well, before he sent in his tender, whether he could fulfil it. and whether it would pay him. The required outlay of £650 was clearly an afterthought. The estimate was an extravagant one. He thought all the convenience required might, be provided for half the sum. The business had been badly managed; for it was too late to provide the Steam Boat, or Team Boat.

Hon. Mr. POPE was much disposed to take a favourable view of the case of the late Contractor, Mr. Tremain. Owing, perhaps, to a want of proper energy on his part, the public had certainly suffered much inconvenience; but he himself had suffered much more than the public, by the loss of the capital which he embarked in the speculation, which had not failed wholly through his own fault, but partly through certain errors and mistakes for which he could not justly be blamed; and partly, perhaps, also from certain inconveniences which it was not in his power to remove. Still, however, he (Mr. Pope) was persuaded, that had the Ferry been properly conducted, it would have yielded the contractor a very sufficient reward. To throw the Ferry open to the competition of small boats would answer very well, so far as foot-passengers were concerned; but they could afford no proper or certain accommodation for the transport of horses and carriages. Under existing circumstances, he was therefore disposed to recommend, that Mr. Tremain should be allowed, if willing, to put on his Steam Boat again in the summer, provided it should be supplied with new boilers and otherwise properly repaired. He would be just as much disposed to trust to Mr. Tremain's boat, as any other; unless he had an opportunity of judging respecting the capabilities of another when actually on the station. Should no agreement, however, be made with Mr. Tremain for the renewal of his contract, the best way, he thought, would be to authorise the Government to advertise for a Team Boat. It would be the most economical plan. Some were of opinion, that it was now too late to think of putting a Team Boat on the Ferry the next season; but he was of a contrary opinion. Such a Boat might be provided, and if she were not quite ready at the commencement of the Season, sail boats might supply her place for a short time.

Mr. DOUSE much approved of the suggestion of the hon. the Treasurer with respect to Mr. Tremain's steam-boat; and he thought it would, under present circumstances, be well to try it a while longer. He should like to see a Committee appointed to endeavor to make some arrangement with Mr. Tremain, with a view to putting his steamboat on the ferry again next season.

Mr. YEO thought it would be the best plan to try to agree again with Mr. Tremain for one year.

Mr. MOONEY. If the House granted what they considered a sufficient sum, to make the improvements required, and he, for one, hoped they would do so, it would be for the Government to see justice done to the people in its expenditure. In the first place, their share was paid out of the public treasury, and then they had afterwards to pay their ferriage out of their own pockets. When so taxed, it was very unfair that when coming to market with their produce for sale, they should be kept on the other side of the Hillsborough, through the mismanagement of the ferry boat, until two or three o'clock in the afternoon.

Hon. Mr. WARBURTON could not agree with the hon. member for Belfast, that Mr. Tremain's steamboat could, with any regard to the safety of passengers, be again put upon the ferry. The machinery of the boat was completely out of order; and nothing, he believed, but new machinery and a new boat could remedy her defects.

Mr. THORNTON. It was now nearly the first of March, and he was afraid that there would not be sufficient time to provide a suitable boat—neither steam boat nor team boat—before the opening of the season. Mr. Haszard had, he (Mr. Thornton) thought, acted very unfairly: he viewed his conduct with much suspicion—with much displeasure. Why had he not, when he sent in his tender, stated fairly that he would not enter into a contract, unless what he subsequently—at a much later period—demanded, should be done or engaged for. Then, had the Government not felt disposed to provide the accommodations required by him, they would have been at liberty at once to look out for some other individual to contract for the putting on of a boat in due time.

Hon. Mr. COLES. To throw the ferry open to the competition of sail boats would never do. On a fine day there might be a dozen boats plying, but on a rough or stormy day, not one. If the House would guarantee £200 to the Government, it might be immediately ascertained whether Mr. Haszard would, on condition that such accommodation should be afforded as that sum would supply, sign the contract. If he would not, it would then, he thought, be best to advertise for a team boat, to have the exclusive privilege of the ferry, under certain conditions and a penalty, for five years. As to Mr. Tremain's old boat, she was neither safe nor suitable. If again employed, she would some day be the means of taking away the lives of 100 or 150 people.

Mr. WIGHTMAN observed, that the great difficulty in the way of procuring a suitable steam boat was, the want of availabl ecapi-