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 as 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probable that, without the aid of a legislative grant, the packet or packets on that station might either be altogether withdrawn, or at least run with much less regularity than public convenience might require.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 £30; 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. Lord. He thought that, if the Grant was to be withdrawn, it would be best to repeal the Act under which the grant was made; and to pass another short one, to enable the Government to provide for the transmission of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 £30 to £80, to agree in the present one, to reduce it to nothing. Surely the House were fully convinced of the desirableness 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. Coles. 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 services, for the public accomodation and benefit, of a good and commodious Packet, on the Bedeque 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 Bedeque 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 respected 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 their transmission. He thought, upon the whole, it would be best to leave the Grant as it was. If they reduced it to £30, 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 accomodation of passengers, convenient and comfortable vessel.

Mr. Montgomery. Until then he did not know that any Government Mails were despatched by the Bedeque Packet. The amount of traffic between this Island and New Brunswick and the number of passengers crossing, to and from, between Bedeque 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 recompensed for placing and regularly keeping Packets upon the station for the purpose of sustaining it. The people in the Bedeque 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 Packetes 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. Wightman. 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 Bedeque 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 for, at least, the whole of the period 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 also 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 competition: and good and sufficient vessels, such as both were, 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 uncalled for. What necessity was there to treble the Grant when it was clear the speculation would pay without it?

Hon. Mr. Coles. The increase of the Grant had induced the putting on of a superior vessel, as a Packet; and the security, comfort, and advantage, thereby afforded, to the travelling and trading portion of the community, had not only been very great, but it had been duly appreciated by all who had had experience of them. The Grafton had afforded a certain and very desirable means of speedily reaching the United States; and, since the establisment 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 £30, 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. Davies. From the prayer of the Petition and the manner in which some honorable members had spoken of the Grant, one might suppose that the running 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 Bedeque 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 acting prematurely. They could not repeal the Act whilst the Contract which arose out of it was in existence.

Hon. Mr. Warburton. He had been authorised, by the Contractor, to say that he was ready 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 much more injurious to their own individual interests, than to those of 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 adverting 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 exonorated 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 rout,e under the same regulations as those which had applied to the Grafton, for an annual Grant of £50, 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 to do so be afforded them, to put a good and sufficient Packet on the station for a Grant of £20, or indeed in the absence of any Grant whatever.

Hon. Mr. Lord. 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 5s. or more. In his opinion, the best course the House could pursue, under existing circumstances, with reference to the question, would be to amend the Act, by a reduction of the annual Grant from £80 to £30, and then for the Government to let it 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 to carry 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 rates of passage fares, with a view to the public benefit, by keeping them down to a moderate scale.

Mr. Longworth. The Grants authorised 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 accomodation, 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 £30, 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 prayer of the Petition, for the prayer 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, with an individual to run a Packet on the Shediac and Bedeque 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, with an 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 had its origin in nothing but disappointed cupidity, and the only real aim of 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 Petiton 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 one 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. So far as the originators and chief promotors of the Petitions were concerned, it would be inflicting a just punishment upon them to repeal the Grant: indeed, as the Petition was signed by some two or three hundred individuals, he could scarcely see a reason why the House should not, with the consent of the contractor, comply with the prayer of it; and he begged to say, that in the event of the House wishing to repeal the Act, he would certainly relinquish his Contract, and then all legal obligation, to carry it out would be withdrawn; but he did not say that he (the Contractor) would seek to be freed from that obligation if the Grant were not repealed. His Licence was to run a Packet, and not any particular vessel, for three years, on the Bedeque and Shidiac station, receiving as a bounty for so doing, the sum of £80 per annum from the Government. If the people of that division of the country who had signed this Petition could not properly estimate the value, to themselves, of having a first rate vessel on the station which would bring hundreds of travellers to our shores, they had better return to the old filthy and disgusting mode of conveyance, which would appear to be more satisfactory to many of them. But it was a most mistaken notion to imagine that the running of the *Grafton*, even with the aid afforded by the Grant, had been a a remunerating business. The sailing expenses alone consequent upon running her, had been £34 a month, during the whole of the last season, besides wear and tear, Insurance, &c. and, to sustain so heavy an outlay, it could scarcely be supposed, by any reasonable person, that carrying passengers at 1s 6d ahead would, even with the Grant of £80, afford a sufficient remuneration for the capital employed. He felt so disgusted with the ingratitude shown by many of those who had profited by the expenditure of a large amount of private capital, in providing a vessel, fitted up in a style not to be surpassed in any country, and for which the additional Grant of £50 per annum was no compensation, that he could scarcely trust himself to say anything more on the subject, save that the Petition would remain as a lasting disgrace to them who had got it up.

Mr. Montgomery. He was not in the House last session, at the time that the Grant of £80 was agreed to: had he been present, he would have opposed it. He thought £30 would have been quite enough. Last year, it ought to be remembered, there was a Petition presented to the House, in which the Petitioners gave it as their opinion that £25 would be a sufficient Grant. It was not fair, therefore, to say that the Petition under consideration had been got up by Mr. Weatherbe. The sentiments of the people in the Bedeque section of the country, as set forth, with respect to the amount of the Grant, in their Petition of last year, were the same as those which they now avowed. Last year, understanding that it was in contemplation to increase the annual Grant, they petitioned against any increase of it; and their sentiments, as expressed in their present Petition were perfectly consistent with their views on the same subject, last year.

Mr. Yeo I had nothing whatever to do with the getting up of this Petition, whatever may be asserted to the contrary; and, in order to shew who speaks the truth, I will request the Chairman to read a letter relative to the matter addressed to me by Mr. Weatherbe.

Hon. Mr. Warburton. How far my hon. colleague (Mr. Yeo) may have had any actual concern in this Petition, I know not; but, as I happen to be well acquainted with the handwriting of some of his Clerks, I can positively declare that some of the signatures are in the hand-writing of one of them; and, what is more, some of the signatures, in the hand writing of that individual, appear twice on the list of subscribers—a fact which, it must be confessed is most discreditable, alike to the individual who added them, and to the parties represented by the signatures, supposing the repetition of their names to have been with their own knowledge and consent. In other instances, he had also observed that the names of individuals appeared more than once, and in different hands. These facts are certainly very disgraceful; and may, I think, be taken as some evidence of the spirit which dictated the petition.

Mr. Yeo. My clerks had just as good a right to sign the Petition as any one else, and as it concerned a Grant of public money, the people at the East Point would have had the same right to sign it as those in the Bedeque Section of the country. I object to the Grant, but I did not, as the hon. the Treasurer has said, get up a Petition to the House, against the continuance of the Grant, and induce people to sign it. I deny that; but I confess that there was a Petition sent to my store to that effect. I do not know who wrote it. I did not sign it myself, as I am a member of the House, and had no right to do so: but, had I been at liberty to sign it, I would have done so; for the grant was as unjust a one as ever had been made. The Act was made to suit the Treasurer's vessel; and I consider it as unjust an Act as ever was made. The man who had run the Packet for years, and to whom the Grant had been no more than £30 a year, was then building a new vessel with the intention of putting her on the same route; and for that man to be defrauded of any chance was, I think, as unjust a thing as was ever done in the Assembly. The men who were got to survey the vessles were two men who had, just before, been appointed to offices under the Government. Did that look well? A Petition came from Bedeque, a day or two after the Act passed, praying the House not to give any bounty.

Hon. Mr. Pope said—It had been most falsely stated, both in that House by the Hon. member Mr. Yeo, and out of it by others, that the Grant of £80 was obtained by him—this he would again repeat was an unmitigated falsehood. He was not present when the amount of the grant was discussed and fixed; but understood that it was moved by Mr. Wightman, without any previous concert with him. He was, however, in the House, and took part in a discussion, on an amendment offered by the Hon Mr. Palmer, to the Packet Bill, but it had no reference to the amount or duration of the grant. But had he been an advocate for even a larger grant, he should have thought that the Inhabitants of Bedeque and St. Eleanor's, should have been the last to complain. The competition on the part of his son, and his own conduct in reference thereto, were as fair and straight forward as any transaction could be, and every member of the Government would bear him out in that assertion. Knowing the use that would be made of his being in Council when the tenders were opened, he had withdrawn. The Commissioners who examined the vessels, reported that *the Grafton* was the only vessel that had the accommodations required by the Act; and that she was the best, no one would dare deny. The insinuation that the Commissioners were biased by appointment to office, was like the other of Mr. Yeo's mistatements. One of them had been made a Commissioner of Small Debts, a year or two before; but was, of all other persons in the District, the most likely to favour Mr. Weatherbe, if he could have done so fairly. The other was a person who was under no obligations to serve either myself or any one belonging to me. His office was that of Wharfinger, and that not in the district that I represent. Another false statement of Mr. Yeo's was, that the tonnage mentioned in the Act was made to suit the Grafton. The size required was 70 tons Old-measurement—the Grafton is 100 tons. There were four tenders, and he had heard it stated, that Mr. Yeo had an old wreck of a schooner which he was desirous of offering, but she was too small—hence his disappointment; but he was scarcely worth replying to. As to personal legislation he should call to mind his voting £100 of the Notes of poor people who had been supplied by Government with seed grain into his own pocket, notwithstanding he had to build Grand River Bridge according to his contract; and even this Session he was renewing his attempts to pocket another grant of a similar nature, with a degree of effrontery, that no other member of the House would be guilty of.

Mr. Yeo. The hon. the Treasure says I got members to go with me to get a grant to help to build the Ellis River Bridge. That I also deny; and not one member of the House will say that I asked him to do so. But the truth is that an hon. member of his own accord, proposed that such a grant should be made and paid to me when the Bridge is built. As for the Treasurer, it is well known he will say any thing to suit his purpose. And it is also well known that not a member of this House, nor any man in the Island has ever sucked so much money from the public chest, as the Hon the Treasurer has done for the last twenty-two years. He need not make any threats that he will leave the Island and go to Australia; for if he does go, there will, I can tell him, be many dry eyes after him. The Treasurer says no person opposed the Grant last year, and that he was not in the House when the sum was named. I deny that: the Treasurer was in the House; and I, at the time made many objections to it; but what I said, as well as what was said by some other members did not appear in the Reports, as some of the majority of the House took two sheets of the Reporter's minutes off his desk. Mr. Fraser proposed a Grant of £30, but that was not agreed to. The Treasurer also states that I was a partner, or offered to become one to run an opposition Packet with Weatherbe and Walsh. I deny that too. I have no dealings with Mr. Weatherbe in any shape; and as for Mr. Walsh, I do not believe I had seen him for eigtheen months before last Friday. I deny that I ever offered to become a partner in any such concern; and I will bring proof to that effect.

Mr. Fraser. The Petition was certainly a very strange one; quite different from the generality of those sent in to that House, the burthen of whose prayers was *money, more money*: but this one objected that the House had been too liberal, and prayed them to resume their grant. At the time the Grant of £80 was agreed to, he objected to it as too large; but he was now satisfied that the country had gained by it, and that the benefits resulting from an increase of our traffic with, and through New Brunswick, had amply remunerated the Colony for the liberality of the House with respect to the Grant.—The House could not repeal the Act, unless the Contractor should give up his License; and, even if he should do that, he thought it would still be necessary to make a Grant; for, otherwise, the Government would not have it in their power to exercise any control for the purpose of regulating fares &c. and individuals running Packets on the station might combine to raise them very high. If the Hon. Mr Lord would agree to withdraw his motion, he (Mr. F.) would move that the Petition be referred to a Committee to report thereon, by Bill, or otherwise,

Hon. Mr. Coles. If the House were disposed to reduce the Grant, they could do so without repealing the Act, which, in some of its provisions, contemplated the running of a Steamer between Charlottetown and Shediac. It would be sufficient to repeal the clause by which the Grant of £80 is made. The hon. gentleman then explained some of the Government Postal arrangements, with which, he said, it appeared that some hon. members were unacquainted. A Post Office had been established, at Green's Shore, to prevent the loss of time which had been occasioned, with respect to the transmission of letters for the United States, from that part of the country; and the facilities thereby afforded for immediately answering business letters had been of much service, and given great satisfaction, to traders in that part of the Island. The arrangement was likely to be continued.

Mr. Haviland. The House was in a peculiar position with respect to the contemplated reduction of the Grant. As long as the original Contract should remain uncancelled, both the House and the Government were bound, in honor and in good faith, to carry it out.

Mr. Yeo. Then requested that a letter addressed to himself, by Mr. Weatherbe, should be read by the Chairman.

The letter contained a statement, to the effect that Mr. Yeo had had no connexion with the writer (Mr. Weatherbe) either in, or concerning, the running, or the putting on of a Packet on the Bedeque station.

Hon. Mr. Pope, with reference to the contents of the letter, said—That letter was an answer to a gross misrepresentation which had been made by an honorable member of that House. He (Hon. Mr. Pope) had never said that Mr. Yeo had any such connexion with Mr. Weatherbe. He had never thought so, much less said so.

Mr. Yeo. The hon. the Treasurer did say so; and hon. members can testify to the fact.

Hon. Mr. Pope. He had certainly heard that the hon. member meant to compete, and not that he was concerned with Weatherbe, but when he remembered that, in consequence of his peeping propensities, he had been dismissed from his office of Post Master, he could not expect that he (Mr. Yeo) would so far presume upon the forgetfulness or ignorance of the Government concerning that dismissal, as to seek, at their hands, a contract, which would, by the placing of certain mail bags in his charge, again afford him opportunities to gratify his curiosity concerning the private affairs of others. He (Hon. Mr. Pope) knew that, on that account, the Government would not accept a tender from him (Mr. Yeo), and that if he did obtain the contract at all, it would be surreptitiously in the name of another.

Hon. Mr. Coles. The hon. member (Mr. Yeo) must have mistaken what was said by the Hon. the Treasurer.

Mr. Longworth. The hon. the Treasurer did certainly hint something of the kind; but he did not positively say, what the hon. member (Mr. Yeo) thinks he said.

Hon. Mr. Whelan. He commented with considerable severity upon what he believed to be the motives of the originators of the Petition, who, it was his opinion, had been actuated throughout by personal pique. The hon. gentleman then stated that, in 1848, he was a passenger in the old packet, which he represented as the most wretched conveyance of the kind that he had ever seen: indeed, he thought, worse could not easily be imagined. He then spoke of the accommodations of the *Grafton* and the *H. Ingram*, in both of which he had travelled; and declared that in the whole of a pretty extensive tour which he had made in the States, he had met with no sailing Packets more expeditious or convenient. The hon. gentleman then briefly adverted to the increase in the trade of the Colony, particularly in the exportation of horses, which was mainly attributable to the Grant of last session: for, had it not been made, no such Packet as either the *Grafton* or the *H. Ingram* would have been put upon the station. It had, he said, been a benefit not only to the Bedeque section of the Island, but to the whole country. The Petitioners, observed the hon. gentleman, represented the running of the Packet as a very lucrative business; but when he was a passenger on board of the *H. Ingram*, he was told a very different story. He was then told that to the owners of the *H. Ingram* it was a losing concern, but that they were determined to keep her on the station, notwithstanding their losses, for the purpose of driving off *the Grafton*.

Hon. Mr. Lord.—The opposition Packet had been put on, not because it was required for the accommodation of the country, nor because it would pay; but merely to injure the owner of the *Grafton*. It was quite ridiculous to say that the running of a Packet, on that station, could pay at the rates of last year. The Petition had not originated in any conviction that the Grant was unnecessary; but, he was of opinion, merely in a desire to injure the owner of the *Grafton*, if possible,—of whose intention to withdraw from the Contract, the originators of it were ignorant, not only when it was got up, but also when they sent it to Charlottetown to be presented to the House. He would to-morrow be prepared to bring in his Bill, and, at the same time, to lay before the House a written undertaking from the owner of the *Grafton* to abandon his Contract.

Hon. Mr. Palmer.—He believed the agitation on the subject which had arisen amongst the inhabitants of the Bedeque section of the country, might be traced to an idea, very prevalent among them, that the Grant of £80 was too much, and that the Grant and the Contract were altogether a piece of favoritism. He, however, did not say that they were so; although the Petition, which was very numerously and respectably signed, afforded undeniable evidence that such was the general opinion of a very respectable portion of the community. Such being the fact, the Petition was entitled to the serious consideration of the House. When the Grant of £80 was agreed to, he was in the House, and he voted for it; and he was still of opinion, that a grant was necessary. But now, when the Grant came to be considered again, he thought it ought to be borne in mind that the number of passengers and the amount of freights had greatly exceeded what the House had calculated upon when they agreed to vote so large a bounty; and that, therefore, it might now be reduced with propriety. That little or nothing had been made last year (if such were really the case) by the running of the Packets, might easily be accounted for. It was not because there had not been a sufficient number of passengers, and a sufficient amount of traffic, to make the business pay; but because the opposition had been carried on in such a way, by the reduction of the fares, as to render it unprofitable. He had no particular connexion with that part of the country, but he had always wished to see Packets encouraged, as a means of profitably extending our intercourse and traffic with the neighboring Provinces; and although he was far from approving of the manner in which some hon. members had spoken of the petitioners, he thought that, in asking for a repeal of the grant, they went too far. He would like that the Packet should still be so far under the