

Colonial Legislature.

HOUSE OF ASSEMBLY.

WEDNESDAY, March 5. FERRY WHARF.

The Hon. COLONIAL SECRETARY, after showing the necessity which existed for the construction of a Ferry landing, advocated the propriety of building a wharf at the foot of Prince Street.

Mr. DOUSE would ask what was the reason more care and attention had not been exhibited towards the Ferry during the contract of the late lessee.

Hon. Mr. PALMER was sorry to hear the sentiments expressed by the hon. member who, however, he hoped would recognize the propriety of voting an adequate sum.

Hon. Mr. PALMER said, that reasonable as was the suggestion of the hon. member that the House should yield to the opinion of the majority of the inhabitants of Charlottetown, yet he would, on reflection, feel that he would not be justified in leaving the question to the people of the Town, as exclusively, or to the greatest extent interested in the Ferry.

Hon. Mr. WIGHTMAN said, that having last year given the Corporation the control of the wharfs in the City, it might be the duty of the inhabitants to build the Ferry wharf; but as it was a matter affecting the interests of the people generally, it was the duty of the House to consider the best means of effecting the object.

Hon. Mr. MONTGOMERY said they were called upon to vote a large sum of money, no amount had been named in the resolution. It might probably cost £2000.

Mr. YEO did not see why they should refuse Mr. Reddin's offer. He considered its acceptance would be a benefit to the country generally. They could give it up if it was found to be a losing affair.

Hon. Mr. LONGWORTH admitted the liberality of Mr. Reddin's proposal, but deemed it inadvisable to engraft public upon private property. It was absolutely necessary to

have a wharf, and he was in favor of Prince Street, although some of his constituents differed from him in that opinion. He agreed with Mr. Clark in his observations on the obstructions to the progress of the Ferry Boat from vessels getting in her course.

Hon. Mr. MOONEY said that it was all very well for the hon. Member to look after the rights of his constituents. He also (Hon. Mr. Mooney) had to consider the interests of those whom he represented, and as the proposal to have the wharf at Prince Street would impose on them the necessity of paying double truckage for the transport of their commodities from the Wharf to the Market, he would vote for the acceptance of Mr. Reddin's offer.

Hon. COL. TREASURER was opposed to the Ferry landing being at Queen's Wharf; but when he was Road Correspondent the management came under his knowledge.

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Mr. YEO was understood to state that real estate in Charlottetown had depreciated 10 per cent. Hon. COLONIAL SECRETARY did not know where the property alluded to was situated, unless perhaps some property of the hon. member's near the Barracks had decreased in value by the withdrawal of the troops (laughter).

Mr. MONTGOMERY had listened attentively to the discussion, in order to arrive at a just conclusion if possible. The result was that he was in favour of Prince Street, as a wharf there would be the property of the people, for them to use as they saw fit; besides, it was directly opposite the wharf on the other side.

Hon. COL. TREASURER would inform the hon. member that the Corporation would have to pass a bye law, regulating the management of the wharf, which would require the sanction of the Executive Government before it would become operative.

Mr. HAVILAND—As specifying seemed to be the order of the evening he would not give a silent vote. The necessity of having a wharf was admitted, and the Government had made this an open question.

Hon. Mr. WIGHTMAN denied that this was a question on which the Government was expected to be unanimous. As for himself, the reason of his supporting the wharf at Great George Street was, that it would cost much less than at Prince Street, and would afford equal accommodation to the public.

Mr. CLARK could see no weight in the objection; other wharfs were not destroyed by the ice. The Hon. the SPEAKER said, that members from the country ought to express their opinions on a matter of this nature, in which they were more interested than Town members.

Hon. Mr. WHELAN—As nearly every one had spoken, he might be permitted to express his sentiments. The great diversity of opinion as to the site had, no doubt, been in some degree caused by the different private interests of individuals, and he might perhaps be accused of personal views in advocating that the new wharf should be at the foot of Prince Street.

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ing from the public the interest of £800 annually, and the public would not have the same privileges and accommodation as Prince Street would afford. A wharf at the latter place would have the advantages of being directly opposite the other Ferry landing—the ownership of the ground by the Government, and the freedom from impediments by vessels obstructing the access to the wharf.

Mr. LAIRD said, several speakers had laid much stress on the straight course between Prince Street and the opposite side of the Ferry. It might be so, but water carriage was cheaper than land carriage. He was in favor of Mr. Reddin's offer.

Mr. MACDONALD thought that hon. members should consult the interests of people on the other side of the harbour, and he was of opinion that the wharf should be as near as possible to the present one. The difference in truckage might be comparatively unimportant to individuals, but the aggregate increase might be very great.

Hon. COL. SECRETARY denied that there was so great a difference. If the landing were established at Reddin's wharf, there would be constant obstructions from vessels. He thought the people would prefer going to a quiet and unobstructed wharf.

Hon. Mr. WIGHTMAN explained, that vessels would be under the control of the Wharfinger. He was of opinion that the travelling public would be in favor of Great George Street. He would, therefore, move an amendment, substituting Great George for Prince Street.

The House then went into Committee of Supply, when a resolution was passed, appropriating a sum sufficient to build the Wharf at the foot of Prince Street.

ROADS, BRIDGES AND WHARFS.

1. Resolved, That the moneys appropriated for the service of Roads, Bridges and Wharfs, be expended agreeably to the following Scale:—

Table with columns for District (1-5), Townships, and Amount (£). Includes entries like 'Winter Roads', 'Kildare Bridge', 'Bridge at Bain's Mill Pond', etc.

Table with columns for Road/Bridge description and Amount (£). Includes entries like 'Road from Alex. McLean's to South West', 'Ellis River Bridge', 'South West River Bridge', etc.

Table for District No. 6, Comprising Townships Numbers 17 and 19. Includes entries like 'Wharf at Summerside', 'Winter Roads for levelling pitches', 'Road from St. Eleanor's to Miscouche', etc.

Table for District No. 7, Comprising Townships Nos. 18 and Princetown Royalty. Includes entries like 'Darnley Bridge, besides money remaining unexpended of former votes', 'Princetown Wharf, for repairs', 'Indian River Bridge', etc.

Table for District No. 8, Comprising Townships Numbers 25 and 26. Includes entries like 'Repairing Causeway near Bradshaw's, Lot 26', 'Road from Craig's to wharf at Hurd's Point wharf', 'Repairing Road from Montague to Anderson's', etc.

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