

John River was as much entitled to have money expended upon it, as were the great roads for it was a means of communication, and by it the farmers took their produce to market and the merchants brought their goods up. He thought they should have had a small grant to improve the Tobique, as a small grant would have enabled the lumbermen to run their rafts down.

Mr. KYLE felt inclined to go for the appropriations; the finances of the Province belonged to the people, and all parts of the Province had a right to a share in them. He found the House generally had a desire to provide the funds for improvements where they were needed. If the people on the river allowed their share of the public money to be spent in improving the river, there should be no objection made.

Mr. SMITH.—They get their share besides.

Mr. RYAN.—My hon. friend must bear in mind that we have our Railway which all the Province helped to build. In making public improvements it did not matter if one portion of the Province did receive more than other parts.

Hon. Mr. WILMOT supported the Resolution.

Mr. BLACKWITH said that both the River St. John and the River Miramichi were public highways in the Province. Some parts of the River St. John went through a sandy soil, and the rapid current occasioned bars. They had not sufficient funds to narrow the river, therefore they had to dredge it through those bars, and the spring tides frequently filled them up in a single year. Before they became solid it is much less expense to clear them out again; that is why it is necessary to have a grant every year. The sum of \$750 was a mere bagatelle to what they should have between here and the Canadian lines. They should have \$7,000 instead of \$700. Again on the Miramichi River this grant was not solely for the purpose of enabling them to run rafts down the River, but to enable them to run towboats of about five tons burden. \$250 was a very small grant for that river, but it would improve it a little.

Hon. Mr. TILLEY knew the grant was not as much as it should be, but they had to limit according to the means at their disposal. A grant of money had been given from time to time to improve the Upper St. John in the removal of some obstructions between Fredericton and Woodstock, and some rocks between there and the Grand Falls, and he considered this money would be well expended.

Mr. YOUNG said there had been a

grant of \$5,000 made to improve Bathurst Harbor in 1861. He would ask the Provincial Secretary whether that grant was available now. There had never been a cent of money spent in dredging Bathurst Harbor.

Hon. Mr. TILLEY said the appropriation was made as far back as 1854, and the Government still have power to authorize its expenditure. It was found that the limited sum appropriated would not produce the desired result, and for this reason it was not appropriated. When Confederation was carried out the General Government will make those harbor improvements. Resolutions adopted.

IMPROVEMENT OF APPROACHES TO FERRY LANDING IN ST. JOHN.

Hon. Mr. TILLEY moved that \$400 be appropriated for the improvement of approaches to Ferry Landing St. John.

Mr. SMITH said the Corporation of St. John derived a large revenue from that ferry; the Lessee also made some £2,000 a year from it. They had never been asked for this before. They might just as well give the Corporation so much money as to make this grant.

Hon. Mr. TILLEY. This is not the first time a sum has been appropriated by the Legislature of New Brunswick for this purpose. We had the dredging machine to work there which cost us more money than we now propose to give. At low water the boat has to go down to Sand Point, which causes great inconvenience. The people of St. John receive a very small portion of the public money for roads and education to what other parts of the Province do, and this is a very small sum asked for, considering the large expenditure the Corporation has made and the convenience it will be to the public.

Mr. SMITH. This is a private property belonging to the Corporation of St. John; and they make a great deal of money out of it, for they have a great monopoly. It is not like the Ferry on this River where any person can get an Act passed by the Legislature and establish a Ferry; because there they have no other place to establish a ferry. He thought it was an entirely new grant, for he did not think there had been any money appropriated for that purpose before, even if there had, a wrong done then would not justify their doing wrong now. He had always been disposed to do St. John the fullest justice and to give his support to anything that was for the benefit of St. John if it was fair and legitimate; but he could not see how they could justify this expenditure. The Corporation of St. John should advance a portion of the profits derived from that source to make the necessary improvements. (A mem-

ber. The House gave £5,000 to build the Petitcodiac Bridge.) He had never asked for it, and was perfectly amazed when he saw the appropriation agreed to by the Committee. He had always given the credit of getting that appropriation to the Chief Commissioner. He thought it had been promised to him for giving the Inter-colonial Railway his hearty support.

Hon. Mr. TILLEY. It was asked for by the representatives of Albert and Westmorland.

Mr. SMITH said he had not asked for it, but he believed it was got through the agency of the Inter-colonial Railway.

Mr. RYAN said the matter was brought up from time to time and rejected, but at length passed, and no doubt the Inter-colonial Railway aided this in some way, but not in the way the hon. member for Westmorland says. When it is proposed to build a Railway it will always lead to some other expenditure. He had thought it a large appropriation and had had a conversation with Mr. Steadman about it, and come to the conclusion to go for it. With regard to the appropriation for St. John, the whole money is laid out for the benefit of the people, and it is the people who pay it and they have a right to appropriate it.

Mr. KERR said he understood the people had subscribed largely for the Petitcodiac Bridge, and he could assure them that it was not to further the passage of the Inter-colonial Railway Bill that the appropriation was made. It appeared to him that the Corporation had as much right to ask them to cut down some of the rocks in the streets as to ask them to make this appropriation. It was property from which they derived an annual rent, and the person who had it was making money out of it. The City of St. John has already received back in grants to the health of the City and a great variety of other things, a large share of the amount they contributed. By her position she has derived more benefits from the European and North American Railway than any other part of the Province, and therefore he thought she had received her full share of the public revenue according to population.

Mr. WETMORE said at one time the Corporation run the Ferry Boats on their own account, and they found that the wear and tear took up all the profits. They then come to the conclusion to rent the property, and they find the boats and keep them in repair. In the next place the City of St. John was taxed to the extent of \$6000 to make this improvement, and while the taxes are increasing the rents are not. The people of St. John consume a large proportion of dutiable goods and they were entitled to a fair share of the public revenue, particular-