

Proposed Subway Across Hillsboro

The Hillsboro Bridge was not a new thing when, back in 1857, Senator Howland submitted an interesting proposal to the Legislature. A company he represented offered to put "a subway or tunnel across the river with tracks for foot passengers, carriages and railway trains, and all necessary apparatus, for \$250,000, to be paid when the work is finished to the satisfaction of a Government engineer, by debentures bearing interest at four per cent, payable in thirty years."

A resolution embodying this proposal was introduced in the House by Hon. Mr. Sullivan and caused "the most lively discussion of the session." Mr. Sullivan argued that the annual interest of the money required would be no more than the yearly expense of keeping up the ferry. He spoke of the great advantage it would give to Belfast and the communities east of the river.

Hon. Mr. Ferguson thought a subway much preferable to a bridge, as the latter would need constant repairing, and must have a draw in it, to allow vessels to pass through.

Mr. Bell maintained that if the company was so anxious to try this thing as an experiment, in order to promote the larger scheme of a tunnel at the Cape, let them build the Hillsboro subway and run it and take the risk, and the Government would grant a liberal subsidy." Other members urged that the Government should "go slowly in the matter."

The resolution passed on the following division:

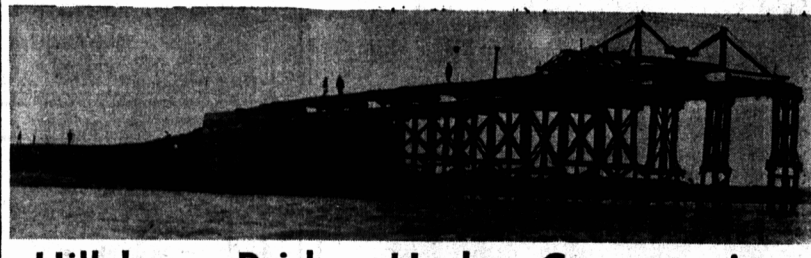
For: Hon. Messrs. Sullivan, Ferguson, MacLeod, Arsenault, Smiley, Prowse, Macdonald, Gordon, Messrs. Blake, Gillis, J. MacLean, Kelly, Shaw, H. L. Macdonald, Forbes, Martin — 16.

Against: Messrs. Yeo, Farquharson, Sinclair, J. R. MacLean, Bell — 5.

The bill, however, was thrown out when it came before the Legislative Council. Hon. A. Laird moved, seconded by Hon. P. MacNutt, the following amendment:



Days of the Southport Ferry



Hillsboro Bridge Under Construction

CONFEDERATION MEETING

Circus Was Bigger Attraction

When the Confederation Fathers met in Charlottetown for their famous Conference of 1864, another event booked larger in local interest at the time. This was the visitation—rare in those days—of a travelling circus. The incident is related in "The Maritimes and Canada Before Confederation," by William Menzies Whitelaw, Ph.D., assistant professor of history at McGill University (1934).

It appears that the Nova Scotia delegation, which reached Charlottetown in the "Heather Bell" on the afternoon of August 31, "were not officially met on landing, but made their way as best they could to the Pavilion. The Prince Edward Island Government later justified itself for this seemingly discourteous neglect by claiming that the Nova Scotians had arrived unexpectedly early. Several Opposition papers, however, charged the members with having been at the circus when the delegates arrived, and the charge was never answered effectively."

Again, we read that the Canadians arrived at noon on September 1st. In the Canadian Government steamer "Queen Victoria" and were met only by the Provincial Secretary, Hon. W. H. Pope, "who rowed out to meet them with all the dignity he could. As the only staunch advocate of

Maritime union, it was perhaps fitting that he should meet this unofficial Canadian deputation to an official conference on Maritime union. The Canadians, or such of them as could be accommodated, were directed to the Franklin House. The others remained aboard their ship. Here too the Prince Edward Island Govern-

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AN OCCASION FOR CELEBRATION

The Centennial of the incorporation of our City is a notable event to us all.

There will be many visitors to our shores. May they find a warm welcome and hospitality second to none.

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We in common with all our citizens rejoice on this great occasion.

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