

ernment came to Ottawa on a deputation, other terms were proposed which were accepted, and when the Government went to the country they were defeated.

HON. MR. PROWSE—That is what I have just been stating. Now, let us see what the offer is, because I take it we are bound by the terms as they appear in the Act of Union and not by the opinions of those who negotiated them.

It being 6 o'clock the Speaker left the chair.

After Recess.

HON. MR. PROWSE resumed his speech. He said: Just previous to recess I was about to give my views of the literal and common-sense way in which I read the terms of Union embodied in the resolution now before the Senate. In my opinion it does not necessarily follow that the words "steam service" mean communication by steamship. I have no fault to find with the words in the terms of Union. They are comprehensive enough to include communication by steamship or any other way in which steam can be applied for the purpose of accomplishing the object in view. It is guaranteed that we shall have established and maintained an efficient steam service. Now, I like the term "efficient" in connection with this service. I take it that means effectual or something that causes effects. Now, what is the effect that is sought for in the terms of Union? It is steam service for the conveyance of mails and passengers between the Island and the mainland, winter and summer—efficient steam service for the purpose of placing the Island in continuous communication with the mainland. "Continuous" is another word that is acceptable to me as an Islander. No better word could be used there, because if the service is not continuous it would be no better than it was before, but it indicates such communication as the other Provinces enjoy—placing the Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion. That is, I take it, really to have continuous communication with those railways not only for the conveyance of mails and passengers but for the ordinary trade and commerce of the country, so as to give us the same privileges and advantages for trade as the

other Provinces enjoy between themselves. The objection may be raised against this contention that we have slept upon our rights, that we have not been as energetic in pushing for our rights in this respect as the importance of the question really demands; but I think I can show that we were justified, to some extent at all events, for the way we have deferred pressing our claims unduly up to the present time. I may say further in reference to the terms, that it appears to me that the gentlemen who penned that clause of the terms of Union and agreed to it were not themselves fully satisfied as to the way that those terms should be carried out. No doubt it was in their minds at the time that it might be done by navigation, but the terms are so worded that if they failed to do it in that way they would accomplish it some other way, and I think they were justified in coming to that conclusion. It was not unreasonable to expect that tunnels might be built of that length to connect one portion of land with another. Only a short time ago a project was started in England to have railway communication between England and France by a sub-way or tunnel, and there were two companies fully prepared to carry out that undertaking. A good deal of preliminary work was accomplished by one of those companies at least, and was only put a stop to by the British Government interfering and saying that it should not be done. With reference to the unforeseen difficulties that might arise in the way of springs of water, referred to by my hon. friend from Queen's County, I wonder that the hon. gentleman did not go further and say that this sub-way might be destroyed by an earthquake. There is no enterprise that a man can enter into that is free from such unforeseen difficulties. The farmer might as well say that it would be useless for him to sow his grain, because he does not know whether Providence will send him sunshine and showers to give him a harvest. We have to face those difficulties in every undertaking in life, and I do not think there is any greater difficulty in the way in that respect considering the magnitude and importance of the question, than there is in many other matters that people undertake. Reference was made to the difficulties encountered in building the tunnel under the Severn; the great diffi-