

if the Government would only adopt that course.

Hon. Mr. HAYTHORNE said he had endeavored to explain that one of the advantages of placing the *Northern Light* at Cape Tormentine was, it would not be subjected to the pressure of the ice, and it would thus be saved from wear and tear of that kind.

Hon. Mr. WARK said he had lived for forty years within sight of Prince Edward Island, and anyone who was acquainted, as he was, with the perils and fatigues which not only hon. members of this Senate, but the people in general were subjected to in crossing over to the mainland, must sympathise with them. He did not know that a Commission of Enquiry could elicit much more information than they now had, because there were so few people who had any experience in those Straits, except those who were obliged to cross them in ice-boats, that he feared very little would be gained by it. His experience led him to the conclusion that the flood tide swept around both ends of the Island, and the ebb tide in the same way. The hon. gentleman who had addressed the House last, had spoken of the current carrying the ice with great rapidity up and down the Straits. There was no doubt such was the case, and a vessel would be carried very far out of her course, from where she proposed landing. However, as the tide ran in from both ends of the Island, there would be a time found when, if there was no wind, there would be very little current, and this state of the tide should be looked for, in order to make the passage. The difficulty with the ice floe would be how to secure the boat during the hours she was unemployed. A breakwater was spoken of, to be constructed before the bord ice formed, and when the bord ice was formed, a mile or so on each side of the Strait, the vessel would make her passage each way in an hour, or an hour and a half; that is, she would spend only three or four hours in making her return trip, and where would she be secured during the remaining twenty hours she would be unemployed? That was one of the most serious questions to be considered, and before anything else was settled on, it ought to be tested by actual experiment. The boat might be employed there for two or three weeks as an experiment.

Hon. Mr. Macfarlane,

Hon. Mr. HAVILAND—An artificial harbor could be cut for her in the bord ice.

Hon. Mr. WARK—That would freeze up.

Hon. Mr. SCOTT—The papers asked for will be brought down. We hoped last Session from the experience we had, that the experiment of winter communication with Prince Edward Island had been successfully solved, and I am sorry to hear that the *Northern Light* has not been as successful as we anticipated. Last year from the time she commenced work to the end of the season she made thirty-eight round trips between the eighth of January and the first of April. It was apparent at first that between Pictou and Georgetown was the most convenient point to cross at, because there was railway communication already established. This year she has not altogether been a failure because between the nineteenth of December, and the ninth of February she has made twenty round trips. It was very unfortunate that just at the beginning of this month, when hon. gentlemen were on their way to this House, she got into an ice floe and was unable to extricate herself. Of course the same accident is liable to overtake any boat navigating in such waters. I have listened with much interest to hon. members from Prince Edward Island whose observations on this subject are calculated to give us very valuable experience. Still, it is doubtful, from the observations made by one or two hon. gentlemen who spoke in the latter part of the debate, that it is absolutely certain, even if the route between the two Capes were selected, we should make the experiment a thorough success. There seem to be very grave doubts on that point. Of course, if that route were adopted, it would be necessary to reach those two points by railway, which would involve a very considerable expenditure of money. I learn, in reply to an enquiry which I made while hon. gentlemen were speaking, that it would involve the construction of forty-two miles of railway, twelve miles on one side, and thirty on the other. It would also involve the construction of a breakwater at a distance of a mile from the shore, which would be a very serious undertaking, and then it is considered by some hon. gentlemen it might not be a success. I shall