

that day a proposition covering very nearly in its entirety the scheme now submitted to the House in the Resolutions that we are at present discussing.

The following extract from the proposition that I then submitted to the Government will show that in these days—12 years ago—the time, in my opinion, was ripe for the introduction of the facilities that are now contemplated.

I said, in part, in that communication:

"To transit frozen fish and herring to Western Canadian or United States points, via Sydney, means a steamer freight of 250 miles from Bay of Islands to Sydney, and a railway car freight of 1000 miles from Sydney to Montreal—a total mileage by this route of in or about 1250 miles.

"An alternative, and far more advantageous and economical route, would be by steamer from Bay of Islands to Paspébiac, near Gaspé—to which port there is a branch of the Intercolonial Railway—a distance of less than 400 miles. From Paspébiac to Montreal the railway freight would be over a distance of about 470 miles, making a total mileage of slightly in excess of 800 miles, and a saving in distance of over 400 miles. (At that time I should say, the railway did not extend to Gaspé which is in every way more suitable as a terminal)

"In the case of the Sydney route four-fifths of the distance is by railway freight, which is far more expensive than water borne freight. The Paspébiac route has other most important advantages which it is not necessary to refer to here."

"The scheme here outlined, Mr. Chairman, failed to evoke any interest on the part of the Government and was lost sight of, but I am abundantly pleased to see it resurrected and, I hope, developed into actual operation through the scheme embodied in these resolutions."

I have confined myself in this paper solely to the influence of a train-ferry upon the development of a trade in fresh fish, but the impetus given to trade generally by the adoption of such a system is made

apparent by the following figures kindly supplied by the Swedish Chamber of Commerce in London, showing the increase of traffic between Trelleborg, in Sweden, and Sassnitz, in Germany, since the establishment of the train-ferry service.

For the six months, July-December, 1908, immediately preceding the establishment of the train-ferry, there were 9,640 passengers, and 2 600 tons of goods.

For the corresponding six months in the undermentioned years, after the adoption of the train-ferry, the figures were:—

July-December, 1909: Passengers, 34,248; goods 35,100 tons.

July-December, 1910: Passengers, 43,415; goods, 55,136 tons.

July-December, 1911: Passengers 48,819; goods, 44,376 tons.

And for the whole year, 1913: Passengers, 95,746; goods, 111,349 tons.

An increase in four years from roughly 20,000 passengers to 96,000, and in goods from about 5000 tons to over 111,000.

I may mention that there are four train-ferries operating now across the English Channel although the tide at Boulogne is 31 feet, and on the English side 24 feet.

There will not be that difficulty in the case of the Newfoundland Ferry as spring tides both at Gaspé and at the Bay of Islands only rise 5 feet. The distance 257 miles seems rather long, but the projected train-ferry between Gottenberg and Immingham will be 520 miles across the widest port of the North Sea. The Swedish Royal Commission appointed to inquire into the matter has reported unanimously in favor of a daily 20 knot train-ferry and that it should be made an adjunct of the Swedish State Railways.

There is no reason, indeed, why the train-ferry, if thought desirable, should not come all the way up to Quebec, which is almost the same distance from Bay of Islands as Gottenberg is from Immingham, calling at Gaspé on the way.

These train-ferries are to take 150 cars of from 12 to 15 tons carrying capacity—that is to say about 2,000 tons in all. They are to have turbine engines so as to