

port duly approved the abandonment of the ship to the underwriters, and made the customary claim for payment of the insurance. Inasmuch as the claim has been paid, any further question of salvage would now be for the consideration of the underwriters.

2. The possibility of securing a standby vessel for additional service between Prince Edward Island and the mainland continues to engage the attention of the Canadian National Railway authorities and their marine advisers, and if some arrangement of this nature is found to be possible, it will be done.

3. In 1929 Canadian National Railway engineers prepared estimates of the probable cost of providing direct rail communication with Prince Edward Island. Three possibilities were considered, (a) a tunnel, (b) a causeway, or (c) a bridge, and the estimated expenditures as of that date were approximately as follows:

(a) Tunnel.—1. Of steel and concrete cylinders laid on bottom, \$78,000,000. 2. Driven through underground with shield and air pressure, \$116,000,000. 3. Driven through ground if no air pressure needed, \$38,000,000.

(b) Causeway, \$46,000,000.

(c) Bridge, \$77,000,000.

PUBLIC INFORMATION

NOTICES OF INQUIRIES

On the notices of five inquiries by Hon. Mr. Tanner:

Hon. Mr. HARDY: No wonder the country laughs at the Senate.

Hon. Mr. MURDOCK: There would be a good deal of valuable information for the Japanese and the Germans in the answers to some of those questions.

HON. SENATOR BALLANTYNE

FELICITATIONS ON HIS APPOINTMENT AS LEADER OF THE CONSERVATIVE PARTY IN THE SENATE

On the Orders of the Day:

Hon. J. H. KING: Honourable members, before the Orders of the Day are called I should like to express my sincere congratulations, and, I am sure, those of every member on this side of the House, to our good friend the honourable senator from Alma (Hon. Mr. Ballantyne), who was elected yesterday as leader of the other side.

Hon. SENATORS: Hear, hear.

Hon. Mr. KING: He comes to us as a leader having many qualifications and much experience. During the last war he was a Minister of the Crown; so he has full knowl-

edge of the worries, difficulties and burdens that fall to the lot of members of an administration in war time. For the last ten years he has been a member of the Senate, and during that period has taken a very active part in the debates of this Chamber and the activities of various committees. Throughout the Right Honourable Mr. Meighen's period of leadership here the honourable gentleman was closely associated with him; in fact, I think he may be said to have been Mr. Meighen's right-hand man. With his experience and knowledge he brings much to us in this House. It is my wish, and, I am sure, the wish of all honourable members on this side, to co-operate with him and his followers in order that together we may do the best possible work in the Senate. It is a great pleasure to us all to find him sitting in the place of leadership on the other side of the House.

Hon. C. C. BALLANTYNE: Honourable senators, I appreciate very deeply the kind remarks just expressed by the honourable the acting leader of the House. It will be my pleasure as well as my duty to co-operate in every way possible with my honourable friend. I have known him for many years, and I am satisfied that we shall get along together perfectly. As I intimated earlier at this sitting, honourable members will not expect from me the great powers in debate and the other outstanding qualities that my brilliant predecessor had. But after listening to the kind words of my honourable friend, and with the knowledge that I shall have co-operation from the other side of the House as well as from this side, I feel assured of being able to carry on in this position with a reasonable degree of success.

Hon. SENATORS: Hear, hear.

DESTRUCTION OF BANANAS AT HALIFAX

DISCUSSION

On the Orders of the Day:

Hon. FELIX P. QUINN: Honourable members, may I bring to your attention articles which appeared in the Halifax Herald on Monday and Tuesday of this week? They have reference to the destruction of thousands of stems of bananas, tons of valuable food fit for human consumption. According to these articles a ship arrived from the West Indies with a cargo of bananas. Some of them, not being in a condition for shipment to Central and Western Canada, were dumped into the waters of Halifax harbour. Many drifted into the waters of the Northwest Arm, and at the ferry landing on the western side they were so thick that the ferry operator had to use