

then done, but what has been done is still capable of much greater improvement. Some years ago, at the request of the Government, I furnished a memorandum giving my own ideas of how that route could be improved so that almost every day when there was not a heavy storm blowing, the crossing could be effected during the winter. Nothing has been done in that direction. This question is not an Island one; it is a Dominion work entirely, and emphatically a Dominion work, and as such it ought to be built by the Dominion. Prince Edward Island is not asking a favor; but merely reminding the Government of what is due to her. I say we waited until the scheme of the hon. gentleman from Alberton came up. I confess that when it came before me I *pooh poohed* it; I thought it was visionary; I thought my hon. friend was dealing with something certainly which he knew nothing about; but now that its practicability and its feasibility have been demonstrated, and that its cost will not be unreasonable, it is a matter that should receive the careful attention of the Government. The leader of the Government thinks it is a very serious thing to give away a railway which is costing us \$50,000 or \$60,000 a year. I do not think my hon. friend would take it as a kindness if the Government were to offer him that road on condition that he should operate it. I think the successful operation of that road is contingent upon the construction of the tunnel. If the tunnel is built there is no doubt the traffic of the road will increase; in the meantime its increase must be very slow indeed, while the working expenses cannot reasonably be diminished.

BILLS INTRODUCED.

Bill (122) "An Act respecting conveyance of liquors on board Her Majesty's ships in Canadian waters." (Mr. Abbott.)

Bill (126) "An Act to amend the Dominion Controverted Elections Act." (Mr. Abbott.)

Bill (127) "An Act to amend the North-West Territories Act." (Mr. Abbott.)

HON. MR. CARVELL.

Bill (123) "An Act respecting the Defacing of Counterfeit Notes and the use of imitations of notes." (Mr. Abbott.)

Bill (121) "An Act to amend the Act respecting Canned Goods." (Mr. Abbott.)

Bill (44) "An Act respecting the Atlantic and North - West Railway." (Mr. McKindsey.)

Bill (67) "An Act to incorporate the Massawippi Junction Railway Co." (Mr. Cochrane.)

Bill (63) "An Act to incorporate the Kingston, Smith Falls & Ottawa Railway Co." (Mr. Clemow.)

Bill (55) "An Act to incorporate the Eastern Canada Savings & Loan Co., (limited)." (Mr. McFarlane.)

A COMPLAINT.

HON. MR. SULLIVAN—I wish to bring up a matter of great importance to a number of members who, like myself, are debarred from forming an intelligent opinion on the subjects under discussion in this House, owing to the impossibility of hearing what is said by those who sit on the front benches at the upper end of the Chamber. If any remedy can be found for it, I hope this House will consider it, if not, of course we will have to put up with it. If hon. members in addressing the House would not turn to the Speaker so much, but would address those directly opposite them, or incline a little towards the lower end of the chamber, it might be possible to hear them from where we sit. Very seldom is it possible for us to hear the remarks made by the Hon. Leader of this House.

HON. MR. O'DONOHUE—I entirely agree with what has fallen from my hon. friend. We who sit at this end of the Chamber are at a great disadvantage; we cannot hear what is said by those who sit in the front benches on this side. That is particularly the case when the hon. leader of the Government addresses the House. If hon. gentlemen would bear in mind to address towards the clock on either side it would obviate the difficulty