

service, and the work she has to do is very trying on any boat. In the natural course of things, she is not so strong as she formerly was, notwithstanding a great deal of repairs is continually put upon her, and it is believed she will have to go home to the old country to be thoroughly overhauled by the builders in order to safely carry on the work she has been doing. The feeling in the province of Prince Edward Island now is, and has existed for some years back, that the "Stanley" should be supplemented by another boat. What she is capable of doing is now demonstrated. There is certainly no great amount of experiment about a boat of the power and shape and design of the "Stanley," and even for the eastern route between Georgetown and Pictou, it is believed that if another boat was on that route assisting the "Stanley," communication could be made almost continuous. It has happened several times that the "Stanley" was just caught in the harbour by ice propelled by a strong wind, and she has been caught there, when a boat that was out and free could run from another point and keep the communication going on. The "Stanley" has been for nearly three weeks in the straits unable to relieve herself when, if there was another boat, it would go to her assistance and take the passengers off if not keep up communication. If another boat was built she could be put on the Cape Traverse and Cape Tormentine route.

Hon. Mr. POWER—Does the hon. gentleman mean that if a second boat were built the "Stanley" would be put on the Traverse and Cape Tormentine route?

Hon. Mr. FERGUSON—I would not say that positively, because others who are posted on the matter better than I am might come to the conclusion that the new steamer, on account of draught of water and other things, might be better suited than the "Stanley" is for the capes service. Then I say that any boat that is built to grapple with that service, whether it is at Cape Traverse or at the eastern end of the island, must be a powerful one and if our government was provided with these two boats they could experiment at the western end. As I already remarked, it would not be safe to make that experiment with one boat. If the boat was locked up at the west the province would be de-

prived of the whole communication, and it would be a serious matter. If there are two boats, a boat could be put on the Traverse route to test it, because if it were practicable it would not be necessary to continue the communication at any other point and it would then be reduced to a ferry. Most of the Prince Edward Islanders, and all who have travelled on that boat, from what they have seen the "Stanley" accomplish in making her way through enormous fields of ice, believe that if a boat made on her design and perhaps drawing less water, but with her design and with her power, might be able to make constant communication at Cape Traverse, and reduce communication between the island and the mainland to a mere ferry. If that were the case, the "Stanley" or the new boat need not be maintained in the future, and the government could find some other employment for her. I earnestly hope that the government will deal with this question soon, and that in getting a new boat great care will be taken in getting one strongly constructed, strong enough to contend with the heavy ice at any of those points wherever she attempts to make the communication. I hope the hon. gentlemen will give the matter the very best thought, and I hope my hon. friends representing the government in this House will be able now to tell us that they have made up their minds to supply a good and efficient steamer for this service.

Hon. Mr. SNOWBALL—There is no gentleman in this House more capable of giving information in reference to this steamer "Stanley" and the navigation between Prince Edward Island and Cape Traverse than the hon. gentleman who has just taken this seat. It would be unreasonable to suppose that those western members, and others who know little about navigation in the straits, should be possessed of the information that the hon. gentleman has. The hon. gentleman sitting next to him (Mr. Wood) is perfectly conversant with the pier at Cape Tormentine and the object for which it was built. Now it is absurd to say that the steamer "Stanley," or any steamer that is capable of navigating the straits, could possibly get inside the shelter of the piers at Cape Tormentine. I cannot exactly say what depth of water there is there. I think I am quite within the bounds when I say it is not over 11 feet.