

out. I may say to my hon. friend that whilst the blessings of the National Policy have to a very great extent built up the small towns in other parts of the Dominion, the towns of Prince Edward Island have not received a similar impetus: we have not had the benefits arising from that policy. I may say—and I say it with the full consciousness of the import of the words I use—that as one of the delegates who made the terms of union with the Dominion, one of the most important features of the agreement, in my estimation, was the establishment of continuous communication with the mainland. I hope that the House will bear with me while I try to show that the population in the Western Provinces are as much interested in this subway as the people of the Maritime Provinces. From the spot where we are now standing to Georgetown, on the southern side of Prince Edward Island, we can go by rail, with the exception of this six and a half miles across the Straits. If we could complete that section by means of this subway, we could have the English mails landed at Georgetown and delivered at Montreal and the west twenty-four hours sooner than by any existing route. I may say, in connection with this feature of the question, that if there is one subject more than another that must necessarily engage the minds of the Government of Canada during the next few years, it is that of obtaining the quickest passage across the ocean. If we can by any means shorten the voyage we will attract to that short route a large portion of the travel and traffic that come from the West and go now by way of New York. Hon. gentlemen who are familiar with the subject will corroborate what I say—that a large number of the disastrous collisions which have occurred on the Atlantic seaboard are attributable to fog. As we increase the number of these ocean greyhounds on the Atlantic we will increase the danger of collision and the risk to life. If we can shorten the distance across the ocean and avoid that fog, to a certain extent, we will be accomplishing very important results. It is a well known fact that with regard to our mail communications on the Atlantic

we are far behind other countries. While we have only two or three mails a week, there is a mail every day from New York. Then, taking the steamship lines crossing the Atlantic, we find that *Compagnie General Trans-Atlantique* stands No. 1; *North German Lloyds* No. 2; the *Antwerp and Cunard* lines No. 3, and a number of competitors for the fourth place. Those are facts beyond any question of doubt. While you can travel on land at the rate of 30 miles an hour by rail, you cannot go in a fog, on water, with any degree of safety (so I am informed by masters of *Trans-Atlantic* steamers) faster than 10 miles per hour in the Gulf. I speak more particularly of vessels coming up the Gulf of St. Lawrence. Georgetown has one of the best harbors that can be found in the Dominion. It is not only large and spacious, but it has two very large rivers which are navigable for vessels of six or seven hundred tons for several miles from the mouth. The distance from the Straits of Belle Isle to Georgetown is about 400 miles; the distance from the Straits of Belle Isle to Quebec is 762 miles—a difference in favor of the Georgetown route of 362 miles. It is 300 miles from the Straits of Belle Isle to the eastern point of Anticosti, where the Allan steamers first make, as can be seen from Commodore Fortin's plan (I am sorry that he is not in his place to-day); from the point of Anticosti to Gaspé is 100 miles; from Gaspé to Father Point is 202, and from Father Point to Quebec is 160 miles. Proceeding by rail to Moncton and thence to Georgetown by means of this sub-way, time would be shortened by 24 hours in forwarding mails and passengers. I will just show the House the distance by the different existing routes:

From St. John, N.B., to Liverpool is 2,800 miles.

From Halifax to Liverpool, 2,530 miles.

From Boston to Liverpool, 2,890 miles.

From New York to Liverpool, 3,070 miles.

From Philadelphia to Liverpool, 3,180 miles.

From Baltimore to Liverpool, 3,360 miles.