

continuation of that good work and the early completion of this standardization.

The third matter which I would like the minister to take seriously into his consideration is the upkeep of the railway terminals at Georgetown; the railway wharf and all facilities connected therewith. Later on in my remarks I shall offer some reasons which I trust will be found quite cogent and sufficient to convince the minister that this is necessary in connection with our system of transportation.

Coming back to the first point; the ferry link, as the minister knows, has frequently been discussed in the House of Commons. For years and years the matter of winter communication with the mainland was a most difficult problem; it was the crux upon which our province hesitated and did not join the Union when Confederation was inaugurated in 1867.

But afterwards when what were known as "the better terms" were offered—wherein it was stipulated that there should be such means of communication as would place the province, as respects mails and passengers in connection winter and summer with the railways of the mainland of Canada—we found ourselves able to enter Confederation. In order to give effect to the terms of Confederation many theories as to the proper kind of service were advocated, and plan after plan was taken up and discussed from time to time. The year 1878 saw placed on the route between Prince Edward Island and the mainland the first ice-navigating steamer. She was not a very powerful vessel but she served to make a beginning. Twelve years later the Stanley, a new ship, the second steamer that was provided by the federal government for winter navigation on the Straits of Northumberland was put into commission. Thirty-two years have elapsed since the Stanley entered upon that service, and she is still owned by the Government and is still at work winter and summer. That gives some idea of the excellent steamer she must have originally been. Then other steamers came and finally in 1916 the present car ferry steamer Prince Edward Island was placed in commission. The idea of a car ferry for navigating the Straits of Northumberland had not been seriously taken up till 1911, when the present Prime Minister of Canada (Sir Robert Borden) visited our province. The subject of winter navigation was brought to his attention at that time and the whole question was discussed with him. Mr. Borden, as he

was then, promised that if entrusted with power he would establish a car ferry service or provide some other mode of relief. He faithfully implemented that promise, and in 1916 the car ferry steamer Prince Edward Island, as I have already stated, was placed on the service. Speaking from memory she cost \$670,000. Terminals were established at Port Borden and at Tormentine, which, together with the ferry, represented a total outlay of \$2,875,000 in round figures. It will be seen, therefore, that the development of the service between Prince Edward Island and the mainland has been a matter of evolution. At first it was very unsatisfactory and very tentative in character. The service would be interrupted for long intervals, and occasionally in winter for weeks at a time. When the car-ferry service was first inaugurated the terminals at the Capes were not completed, and so the ferry ran between Pictou, and Georgetown or Charlottetown, alternately. It was not until 1918 that the car-ferry service was inaugurated between Port Borden and Cape Tormentine, a distance of nine miles. Between those points there are in winter very heavy ice floes, but there has been no day, for the three winters the Prince Edward Island has been in operation, that she has not made a crossing, when there were cars or mail matter on one side or the other for her to handle. It is true that last winter, owing to the severe weather, the crossing was very difficult, and on one occasion the crossing from Tormentine to Port Borden occupied twenty-three hours. But nevertheless she made the crossing; and to show you how fickle is the condition of the tide there and how uncertain the ice conditions, the day following this very prolonged crossing she made the trip in two and a half hours. That will give an idea of how uncertain and difficult is the navigation of the Straits.

Two years ago, when I first spoke in this House, I addressed myself principally to the question of winter navigation between Prince Edward Island and the mainland. At that time the car ferry was going through the ordeal of its first winter at the Capes. We all felt satisfied that with a modern system of communication there would be tremendous development in the production and export from agriculture as to Prince Edward Island. In the past all that was lacking was the means of transporting those products to the mainland and the world at large. The inauguration of the car-ferry service has effected an enormous development in the export trade from Prince