

argument that cannot succeed. He referred particularly to the improved facilities offered by the Prince Edward Island Railway and the ferry service. I do not wish to criticize the government unreservedly in this connection, for I appreciate what has been done and, as the hon. member for Prince (Mr. MacLean) said this evening, some of the recommendations that have been carried out have been a great benefit to us. But even in discussing the question of subsidies, we find that although the recommendation of the commission was in the hands of the government in September 1926, no subsidy was paid until late in 1927, and then only for the half year. The government should at least have paid a full year's subsidy. As I say, we do not wish to condemn the government unreservedly, but we cannot give them our full approval and accept what they have so far given us as completely implementing the Duncan report.

In connection with transportation the Duncan report has this to say:

The railway administration admitted that there was substantial foundation for much of the complaint we heard in Prince Edward Island with regard to the railway service there. It appears that in view of the character of the roadbed and the succession of heavy curves and heavy grades the difficulties which railway operations incur, and the inconvenience which the public suffers, cannot be quickly and substantially lessened without a measure of capital expenditure.

What has happened in relation to that recommendation? Absolutely nothing, Mr. Speaker. It is in exactly the same position to-day as it was two years ago when the report was made. To give the house some idea of the handicaps that we have had to overcome, I may say that only last November and December on the section of the road from Georgetown to Mount Stewart we were limited to ninety thousand pounds on any carload of freight. That was not too bad while we were using box cars, but the moment frosty weather set in and we were obliged to use refrigerator cars of sixty thousand pounds tare, it meant that we could load only thirty thousand pounds, or ten thousand pounds under the minimum capacity. But to make matters worse, we were charged freight on the forty thousand pounds minimum loading. Now does the hon. member declare in view of such a condition that that recommendation of the Duncan report has been implemented in full? I submit, Sir, that his statement can not be justified. That is only one sample of the handicaps that result from the failure of the government to fully carry out the recommendations of the Duncan commission. Next let me take the case of the Murray Harbour railway, a stretch of narrow gauge

line running partly through the hon. member's county and partly through mine. Nearly two years after the Duncan report no effort has been made to convert that railway to standard gauge.

Then take the car ferry service. The Duncan report recommends that:

The railway administration should be asked to make a survey of what is required in this connection, and that the department should make capital provision for the improvements to be undertaken within the shortest possible time.

Two sets of estimates have been placed before this house since the Duncan report was in the hands of the government, but no provision has been made to take care of that work, which, it will be noted, was recommended "to be undertaken within the shortest possible time." The member for Prince sincerely hopes that something may be done in regard to it in the near future. But I think he and the hon. member for Queens should do a little more than "sincerely hope", because early action in regard to these matters is of great importance to Prince Edward Island as a whole.

Mr. SINCLAIR (Queens): Is not my hon. friend aware that the survey to which he refers was made during the past season?

Mr. MACDONALD (Kings): You can go on making surveys indefinitely for years to come. No survey was required in this case; the whole condition was well known to the railway authorities and the government.

Mr. SINCLAIR (Queens): What is the recommendation in the report?

Mr. MACDONALD (Kings): That is the recommendation:

Altogether the ferry boat service is unsatisfactory. The railway administration admitted that there was need for supplemental provision being made in the form either of a second ferry boat or a special freight boat. We recommend that the matter be gone into from the point of view of placing at the disposal of the island such satisfactory means of communication as will ensure as regular and complete a service as can reasonably be made. We further recommend that, so far as the ferry boat service is concerned, it should not be run as part of the railway operations, but should be run by the railway administration under separate account for the department. We feel that, by reason of its association with railway accounts, this service does not get the attention it should receive.

Now, has that been done? Would a survey be required to change the accounting system of the car ferry? I ask that question of the hon. gentleman. Has anything been done to meet the demands of the province for a second car ferry, which is very much needed? It is