

Still Alice couldn't understand, and the Queen came to her assistance. "Around here, you see," she explained, "it takes all the running you can do to keep in the same place. If you want to get somewhere else, you must run at least twice as fast."

"Curiouser and curiouser!" thought Alice. She wondered whether they were trying to fool her or whether they were all as cracked as they sounded.

"The rule," said the Queen in a last effort to clear up the matter—"the rule is, jam tomorrow and jam yesterday, but never jam today." When Alice objected that it must come sometimes to "jam today" there was a chorus of protestations. "No! no!" was the shocked reply. "It can't! It's jam every other day. Today isn't any other day, you know."

At this stage the Dormouse, who had taken no part in the discussion and seemed to be falling asleep, gave a snort and cried out: "Oh my fur and whiskers!" That broke up the party, leaving Alice as mystified as ever and wondering—and hoping—if it hadn't all been a bad dream.

I think in the minds of many this would be an accurate description of what is taking place in the terms of the construction of the causeway. I think one of the things we should care about, and one of the things that has never been made clear by anybody is why the causeway is being built at all. That is a fundamental question. It strikes me that there are three answers to this. First of all, under the very terms of confederation itself, there was the realization that the federal authority would have the obligation to establish a permanent link with this province. It is in the construction of the causeway that such realization will be fulfilled.

When we look at the amount of money, \$148 million, to be spent on one province which has little over 100,000 people, it seems to be a gift. That is really the point: It is not a gift.

**Mr. Pickersgill:** Hear, hear.

**Mr. MacDonald (Prince):** It is economic good business. If anyone will look at the amount of money it has cost throughout the years to operate the present Canadian National Northumberland ferries they will realize that the construction of the causeway is good business, and I am glad to see that the Minister of Transport agrees with me. This has been said far too little. Even if things are left as they are, in order to provide a service to Prince Edward Island the federal authority will spend that much money on us. The fact of the matter is that supporting the ferries is supporting a very uneconomic system. Therefore, the construction of this causeway itself is good business, and will be good business when it is completed.

*The Budget—Mr. MacDonald*

Further to the construction of this causeway, there is the knowledge, to those of us who are interested in certain kinds of industrial development in Prince Edward Island, that this will make available low cost power, which is something that at this time we do not have available for even minor kinds of processing. I hope for this reason that there will be no delay, no hesitation, no slow down in the means necessary for completion of this important link.

I might mention another matter which relates to the present ferry system, and it is strange how interrelated these two subjects are at this point. I learned by private letter that there was to be an increase in the cost of the fares now being charged to travel on the Canadian National ferries. I learned later through a public announcement, which came through some other leak, that this would be the case. I think it is interesting to note that as it appears, technically there is no increase. What happens, and I have a copy of the fare schedule here, is that the old fare schedules listed the fares both ways. They gave fares one way, and the return fares. If you will look at this one you will not find return fares any more. In fact, the new rates mean an increase in cost of some 25 per cent for a car and driver using the ferry. That is an increase from \$3.90 return, to \$5.

In itself this may not be particularly serious perhaps to persons who use the ferry casually, or who may only drive over it once in a while to visit relatives. But what it does mean to people who are involved in businesses in which they use this system, is a substantial extra cost. In this regard, one trucker informed me that it would mean \$40 per week to him alone. Another told me that it would mean \$2,000 a year on his trucking operation. When we are talking about products that must be moved off the island to the mainland, when we come to extra costs to the consumer as well as to the producer, how can we look with equanimity at this planned increase at a time when there is a well known increase in the cost of living.

One man in particular mentioned to me that the bulk of the bread now comes to Prince Edward Island from New Brunswick. He could see that it would be all too necessary for the people bringing this bread into the province to increase the cost. It may be only one cent, but one cent means a great deal to a family with a very low standard of living. I think this is shocking, because this ferry system is not a luxury. We do not have