

*Supply—Harbours and Rivers*

Mr. BENNETT: It does not run in the winter, you know.

Mr. EULER: The other does not run in the winter either. It is to substitute a shorter route for a longer one, and a contract has been made for a subsidy for the construction of a new ship, a ferry, to run on this new route.

Mr. BENNETT: With whom?

Mr. EULER: The firm, I believe, is called Farquhar and Company.

Mr. BENNETT: Exactly. Remember there was to be no subsidy a while ago. Now we have one.

Mr. EULER: No; we were giving a subsidy of \$30,000 for the longer distance.

Mr. BENNETT: But the new one was to get none.

Mr. EULER: No; I never heard of anything of the sort.

Mr. BENNETT: The minister was not listening.

Mr. EULER: The new one is to get a subsidy of \$28,000.

Mr. BENNETT: Of course, that is \$3,000 more than the \$25,000 which is voted in the main estimates, and it is \$2,000 less than the \$30,000.

Mr. EULER: It is \$2,000 less than we are giving now.

Mr. BENNETT: The effect will be to hand to private industry \$25,000 instead of the \$30,000 that was given from year to year. It will shorten the distance and deprive the Canadian National of the additional revenue it had in the summer traffic. The Canadian National enjoyed almost a monopoly in the moving of cars across the strait, and we are now going to move the traffic down to Pictou and lose the money that was heretofore paid for the purpose of conveying cars—

Mr. EULER: Motor cars.

Mr. BENNETT:—to Prince Edward Island. We are giving to private industry \$28,000 a year and spending \$250,000, and we are spending an additional sum at Pictou harbour, which is indicated here. Now, \$28,000 a year is four per cent on \$700,000, and they are going to build a new ship. Why should they not?

Mr. EULER: The Canadian National ferry crosses at a point much further north, at Tormentine. At that point motor cars may come over and now proceed to the island and

[Mr. Euler.]

enter Nova Scotia at another point, completing the circuit. That will not deprive the Canadian National of any business.

Mr. BENNETT: They lose the return traffic.

Mr. EULER: With the tourist traffic developing, the tourist who enters at one end of the island does not want to go back the same way, but leaves from another point.

Mr. BENNETT: The minister is wrong.

Mr. EULER: I am quite sure I am right

Mr. BENNETT: What is the cost of the development at Pictou island?

Mr. CARDIN: The plans and specifications are not ready yet, but we contemplate about the same expenditure.

Mr. BENNETT: We are going to spend half a million dollars and provide an annual subsidy equivalent to four per cent on \$700,000.

Some hon. MEMBERS: Carried.

Mr. BENNETT: I protest against the expenditure.

Item agreed to.

New Brunswick, \$725,200.

Mr. STEWART: This is one of those long items covering nearly a page. If we are not going to finish to-night, I suggest that we rise now and take the item to-morrow.

Mr. MACKENZIE KING: I had hoped it would be possible to announce prorogation this evening. There are, however, still a number of items which have to be passed, and it might be pressing the house unduly were we to seek to pass all the votes to-night. There are not very many, but it might be thought a bit arbitrary on the part of the government were I to urge hon. members to remain until all were passed. Possibly, therefore, the suggestion of the former Minister of Public Works, the hon. member for Leeds (Mr. Stewart), might be accepted, and the house adjourn at the present time. I believe hon. members generally are anxious to have prorogation as soon as possible, and were we to meet a little earlier to-morrow morning, we might definitely decide to arrange for prorogation at one o'clock. The government is always in the hands of the house in seeking to make an arrangement of the kind, and no one can say exactly what hour can be fixed, but I believe that we should be able to count on prorogation by one o'clock to-morrow were we to adjourn now and reassemble at 10.30 o'clock in the morning.