

There is another point with regard to the standardization of the railway that I want to bring to the attention of the minister; it is with reference to labour conditions in Prince Edward Island. Since the armistice and demobilization several of our soldiers have returned to the province. We are not fortunate enough to have any manufacturing centres; our chief industries are agriculture and fishing, and when our boys came back from the war it was harder to assimilate them into civil life than was the case in other parts of Canada where labour was in great demand. As a result of that I want to appeal to the minister that our boys were looking forward during the present summer, as they had enjoyed in the summer in 1919, to the privilege of working upon the railroad and doing this new work, thereby getting employment that they could not otherwise get in the province in which they were born and from which they went to serve their country. On March 27, I received this telegram:

Earnestly request you exert every effort toward having estimates include appropriation widening gauge. Means employment of 300 returned soldiers. Government are providing labour by means of public works in all other provinces. Island returned men ask your co-operation in preventing injustice which will necessitate returned men leaving this province to obtain work.

P. R. STEWART.

Provincial Secretary, G.W.V.A., P.E.I.

That was the condition that obtained on the 27th March, and when the Minister of Railways stated on the 30th March, that the work of standardizing the railway was not to be gone on with this year, that announcement came as a severe jolt to returned men who had received work on this during the previous year and who were looking forward to the same thing during the coming summer, when they could assist their parents on the farms or in the fishing boats during the spring season, and in the summer season could serve the railways in providing the labour which was necessary to carry on this work. This was a very opportune time for the Government to do that work, and by so doing they would be serving two purposes instead of only one. I think I have put my case about as clearly as I need to.

There is just one other thing which I want to bring to the attention of the minister. In view of the transitory and uncertain conditions of our transportation system in Prince Edward Island at the present time, and in view of the reorganization that is necessary in taking over the Grand Trunk and making it a part of the Canadian Na-

[Mr. Sinclair.]

tional system, I want to ask the minister to consider the proposition of appointing from Prince Edward Island at least one man upon the Board of Management of the Canadian National railways. In view of the condition that we are in at the present time, I do not think it is too much to ask that at least one person who knows local conditions that obtain in that province should be upon that board. I leave this as a last word with the Minister of Railways, and I know he will bear it in mind, so that when reorganization takes place, all the provinces will be represented upon that board.

Mr. J. D. REID: I feel that I should answer some of the questions that have been put to me by different members who have spoken this evening. The hon. member for King's, P.E.I. (Mr. McIsaac), and the hon. member for Queen's, P. E. I. (Mr. Sinclair), have spoken with reference to the railway situation on Prince Edward Island. I understand they are asking that the balance of the railways on Prince Edward Island should be standardized and also that another ferry should be provided. I feel that I could not possibly hold out any encouragement for either of these two things being proceeded with during the present year. The necessity for a second ferry could hardly, I think, be justified. My hon. friend says that we should build another ferry to keep in reserve in case anything happens to the present ferry. I believe the present ferry can do all that is required, and if it is necessary to have another ferry, the hon. gentleman knows the Scotia that used to run to Mulgrave, fitted up so that she could take the place of the ferry in case of accident and ferry cars between Prince Edward Island and the mainland.

Mr. SINCLAIR (Queen's, P.E.I.): She would not do in the winter time when there is ice in the channel.

Mr. J. D. REID: There might be times when she would be delayed on account of ice, but she would be used only in case of an emergency or something happening to the other steamer when we might have to go back to the former system for a short time and run the steamer between Charlottetown and Pictou.

Mr. SINCLAIR (Queen's, P.E.I.): If you go back to that system, you would have no boat.

Mr. J. D. REID: We would have the Scotia. Except for the short time that