

ways, but it is the meaning of the words which they used and not the intention which was in their minds that eventually controls. If the intention that was in the minds of the framers of confederation had governed, there is not much doubt but that Nova Scotia, New Brunswick and Prince Edward Island would be entitled to-day to the same representation in this House which they had when they entered confederation. However, in the judgment of the court, the language of the statute did not bear that meaning, and, therefore, the representation of these provinces has been reduced. To take the converse, although it may not have been in the minds of the framers of confederation that a tunnel should be built for the carrying out of this service, nevertheless if the words actually used could be made to include that meaning upon a reasonable interpretation we are not to go back and consider what was in the minds of men who used these words; we are confined to a consideration of what the meaning of these words is when construed from a reasonable standpoint.

There is just one other consideration that it does not seem to me the Minister of Railways and Canals has had sufficiently in mind. When I visited Prince Edward Island some years ago I found one grievance to which I have repeatedly referred in the House and which it seemed to me it would be easy to remedy. That was the grievance, that the Post Office Department, the Department of Railways and Canals and the Department of Marine and Fisheries have different offices and different work and different responsibility in connection with the winter service between Prince Edward Island and the mainland. I have repeatedly pointed out to the House during the last two or three sessions that it would seem a comparatively simple matter to place the management of that winter service under the control of some one department, so that we would not have the unnecessary and irritating delays which have taken place in the transmission of mails and passengers. I have never been able to imagine any particular reason why we should have the Intercolonial Railway service on the mainland and on the island under the control of the Railway Department, and that the connecting steamship link between these two railways should be under the control of another department. It does not seem to me there is any necessity for that. Although the steamship service between the island and mainland may not be a ferry in the same sense as the service at the straits at Canso, nevertheless it is a ferry in one sense and it is a part of the transportation system between the two railways. It would be a step in the right direction if the views expressed by my hon. friends from Prince Edward Island were given effect to and the entire system placed under the control of one department of government. If you

had united management and united action it would tend to a great degree towards the avoidance of these delays which are so irritating and exasperating to the people of Prince Edward Island. Something of that kind should be done in the meantime until the tunnel is built, or at least until the government, after the lapse we hope of a few more months which will bring the total delay up to about twelve years, shall have placed upon the table of the House that information upon this subject which ought to have been afforded to us long ago.

Hon. L. P. BRODEUR (Minister of Marine and Fisheries). In reply to the remarks of the leader of the opposition I may say that in my opinion it is advisable that the winter steamboat service should be under the control of the Department of Marine on the general principle that all government steamers should be under the one department because it requires special organization and special management. Although there are some exceptions I believe that generally speaking that is the proper principle to follow, and that in the public interest it will be better to have all our steamers under the one department.

Mr. R. L. BORDEN. The hon. gentleman would not suggest that the ferry at the straits at Canso should be put under his department?

Mr. BRODEUR. That is purely a railway ferry service which is directly connected with the railway and which transfers the cars from the mainland to Cape Breton.

Mr. R. L. BORDEN. That is true, but even when that ferry did not transfer the cars, but merely transferred the passengers and baggage—it was then analogous to the service to Prince Edward Island—it was under the control of the Railway Department.

Mr. BRODEUR. It must be remembered that the steamers which ply between Prince Edward Island and the mainland are only used in that service during the winter months and that in summer both the 'Stanley' and the 'Minto' are used for light-house and buoy service and for carrying supplies.

Mr. R. L. BORDEN. But my hon. friend, I understand, is charging all this up against Prince Edward Island.

Mr. BRODEUR. Oh, no. My hon. friend mentioned the 'Montcalm.' I suppose he made a mistake in the name. The 'Montcalm' is not used in the Prince Edward Island service.

Mr. R. L. BORDEN. I said it was not.

Mr. BRODEUR. The boats used in that service are the 'Stanley' and the 'Minto.' The expenditures for the 'Minto' are set out