

cause those provinces and the Dominion of Canada had pledged themselves to carry out the terms of confederation with British Columbia. I myself, in my place here, said that it was perfectly right and perfectly just that those terms should be carried out, and as far as we could safely do so we should pledge the resources of this country for the completion of that great work. There is no vote that I have given in the whole course of my public life of which I am more proud than my vote in support of the carrying out of that project. We were told that it was going to ruin the country, but we see that the road has been built, and I say that the same sense of duty which induced the Government to undertake and carry out that great work under the terms of its arrangement with the Province of British Columbia should also impel them now to carry out this subway project and comply with the terms of Confederation with Prince Edward Island. It was contended by a portion of the Press of this country that to carry out the terms of Confederation with British Columbia was an impossibility; we were even told in Parliament that the youngest man in this House would never see the completion of the Canadian Pacific Railway; that it was an impossibility; that it was "mid-summer madness," yet most of us have lived to see it completed, and now that it is an accomplished fact we only wonder that it was not undertaken sooner. It is not so very long ago when the construction of the Grand Trunk Railway was looked upon as a wonderful undertaking. In the same way the building of the North Shore Railway was looked upon as a gigantic scheme. The inauguration of steam navigation on the Atlantic was, within the memory of some of us, looked upon as a doubtful undertaking; but we have become accustomed to those surprises, and if it can be proved beyond any question by a competent board of engineers that this scheme is practicable and feasible, and can be carried out within the sum of money which is spent at the present time, year by year, in endeavoring to establish continuous winter communication with the Island, I say that it is the bounden duty of the Government of Canada to try and complete

this work. I have not tried to unduly press my views on the Government and on the members of this House and on the country, until I was perfectly fortified by the opinions of those eminent men whom I have quoted that the scheme was practicable. I ask the Government now to make a survey upon this short line, and to give us samples of the borings at every 1,500 feet, to put them before the engineers, and if the engineers are satisfied on examining those soundings that this work can be built for a subsidy of \$200,000 a year, the Government should undertake it. Now I shall submit for the information of the House a statement showing the sums of money which the Government are expending at the present time in their effort to establish winter communication with the main land :

**COST OF COMMUNICATION BETWEEN
PRINCE EDWARD ISLAND AND
THE MAINLAND.**

WINTER COMMUNICATION.

Cost of the Steamer	
"Northern Light"	\$60,737 00
Interest @ 4%	2,429 00
Depreciation 10%	6,073 00
Insurance 10%	6,073 00
	<u>\$14,575 00</u>
Maintenance to June	
30th, 1884	\$155,256 00
Less receipts	38,143 00
	<u>\$117,113 00</u>
Loss in 7 years	\$117,113 00
or equal per year to the sum of	16,730 00
	<u>\$31,305 00</u>
Total for "Northern Light"	\$31,305 00
Pd for Iceboat Service	
for the last fiscal	
year	\$5,982 00
" Irving & Muttart	
for previous ser-	
vice	1,368 00
" Str. "Neptune"	
last year	18,504 00
	<u>25,854 00</u>
Total Cost for Winter Service	\$57,159 00

SUMMER SERVICE.

To amt. paid to P. E.	
I. Steam Naviga-	
tion Company	\$10,000 00
Paid for Telegraph	
Cable, not wanted	
when subway is fin-	
ished	2,000 00