

readily go in there and open up transportation between Summerside and Cape Tormentine instead of letting her run between Georgetown and Pictou involving the transportation of our stuff from Tignish to Georgetown on the Prince Edward Island side and a haul of a couple of hundred miles on the Intercolonial Railway on the mainland side, whereas, with a little attention and foresight on the part of the department you could go almost straight across. The answer of the minister was that the control of these boats and the discretion as to their movements were left entirely in the hands of the captains. Is not that a nice state of affairs? It is no wonder that you have such a report brought in by the Civil Service Commission when you have such a haphazard way of doing the business of the country as leaving this most important feature of the work of the department entirely at the discretion of the captains. We have a marine agent in Charlottetown who represents the Department of Marine and Fisheries. Why is he not made the responsible party and why is he not given authority to report the conditions which exist there? The idea of leaving it to the two captains of the boats who are away from the western end of the island and who know nothing about the conditions to be found in different parts of the island because they are crossing from Georgetown to Pictou, is something that would not occur to the mind of any one who desired to carry on the affairs of the department in a businesslike way. It is high time that the responsibility for the transportation facilities between Prince Edward Island and the mainland was put upon one department to which we could carry our grievances and which would be responsible for the service. The Department of Marine and Fisheries puts the blame for the unsatisfactory condition of the mail and passenger service upon the Department of Railways and Canals. The Department of Railways and Canals attributes the fault to the Post Office Department and the Post Office Department throws it back again to the Department of Railways and Canals, and that is the sort of humbugging and nonsense that have been going on year after year. I think there is some merit in the last part of the hon. gentleman's resolution, but from our experience in the past I do not have any hope that this government will take any active measures to attempt to remedy the unsatisfactory conditions which exist at the present time. If they have not given it a trial before this or if they have not realized the position of this service I have very little faith in them doing anything except that they may try to drag a red herring across the trail because elections may be coming on next fall. However, there is some merit in this part of the resolution and I hope at any rate that the ministry will get together and put the service under the control of the Department of Railways and Canals so that we will have some

department responsible for the whole service.

Mr. TAYLOR. I would like to inquire of the hon. Minister of Railways and Canals (Mr. Graham) what it would cost to carry into effect the first part of this resolution. Has he any idea of what it would cost?

Mr. EMMERSON. I think it is very unfortunate that a resolution of this character should be discussed—

Mr. TAYLOR. I was making an inquiry of the minister.

Mr. EMMERSON. I assume that the minister will perhaps later on say something in answer to your inquiry.

Mr. TAYLOR. I intended to say something more when I got an answer to my inquiry.

Mr. GRAHAM. I have never made any estimate of what it would cost. If it were going to be done I imagine it would be very much cheaper to do it gradually than to do it all at once. It would cost a good deal of money.

Mr. TAYLOR. How much?

Mr. GRAHAM. I would not like to give an estimate.

Mr. TAYLOR. I am of opinion that it would cost \$100,000 or \$200,000 to make the change. You would have to change all your books and stamps in connection with the whole system besides repainting and lettering all your cars.

Mr. EMMERSON. You are very moderate in your estimate.

Mr. TAYLOR. I think it could be done for that. I think that if the change were brought about at all the simplest method would be to change the Prince Edward Island system and make it part of the Intercolonial Railway. That would not cost so very much. Then, all the book-keeping could be done at one headquarters. It would cut off a good deal of expense and I think that would be the business way of doing it. I think, with my hon. friend from Prince Edward Island (Mr. Lefurgey), that you should have the system, including the steamboat service, under one management instead of having two or three different bodies controlling the Prince Edward Island, the Intercolonial Railway, the mail service and the ferry. That would give you an opportunity of conducting it in a business manner. But, to change the whole system, unless the government have \$100,000 or \$200,000 to throw away, would do no good. The Intercolonial Railway is now known the world over and if you changed it to the Interprovincial Railway it would take people years to understand what it meant. I think it would be a great mistake.