

to stop the car ferry. Imagine taking from 15 to 19 hours to go from Sydney to Halifax. That is an outrage in this day and age—just a common outrage. It is a waste of time. If that strait were bridged it would take from 7 to 9 or a maximum of 10 hours to go between the two cities. It can and it must be bridged. I am not in favour of a causeway.

When I returned to Toronto I called on some of the best engineers I could get in contact with to consult them about bridging that strait. The tide runs at about five knots, the water is about 200 feet deep, and the distance across the strait is a little less than 5,000 feet. None of these factors should obstruct the building of a bridge, though they are all important. I met an eminent engineer who is building six bridges across the Mississippi at St. Louis and I asked him whether I could see in Ontario a bridge of the type that he would recommend for the strait of Canso. He drove me to a site near St. Catharines, in the constituency represented by the hon. member for Lincoln, where they have been building a bridge over what is known as Twelve-Mile creek. They put the footings right down in the creek, but it was a rough creek owing to the fact that all the discharge from the DeCew power plant, where they develop 250,000 horse-power, floods against the abutments. It is built after the manner of certain Canadian National bridges—and I am thinking of one in northern Quebec over the Kenojevis river, which is 200 feet deep. It is what is known as a precast concrete bridge type.

I telephoned to Toronto this morning and got in touch with an engineer and asked what it would cost to bridge the strait of Canso, and he said a minimum of \$15 million and a maximum of \$20 million. Yet we have been told in committees here that a bridge could not be built for less than \$50 million. I suggest, Mr. Speaker, that we shall have to consult the same type of engineers that the Canadian National railways and the city of St. Louis use. We must consult engineers who are experienced in building bridges of the type that would span the strait of Canso.

There is also, of course, the question of straightening out the tracks. I have examined it carefully. In part it is zig-zag and in many other places it goes up and down. If we straightened the track and levelled the humps and double tracked the line between Sydney and Moncton it would cut down the time consumed in taking a trainload of coal from Sydney to Toronto. I have no doubt it would reduce the time by two days and cut down the cost of freight proportionately—and we want to use Nova Scotia coal.

[Mr. MacNicol.]

How can the people of the maritime provinces advance unless they can get their products out to the market at a reasonable cost? Bridge the strait of Canso, straighten and double track the railway, take out the curves and the bends and let us have fast traffic, because in these times fast traffic will do more than anything else to cut down costs and increase the economic efficiency of the country.

I must hasten along because my time is going and I want to get over to that beautiful gem of the gulf, Prince Edward Island. We have heard a good deal in this house about bottlenecks in connection with Prince Edward Island, and the bottlenecks there are just as vicious against traffic to and from the island as they could be. The people in central Canada have done little to carry out the terms of confederation to give that island a chance to expand as it should. It is a perfect garden. I went by car to Cariboo and to my amazement I had to back down on to a little boat. I rebelled against this at first, but I decided to back down on to a little boat and go across the channel over to the island. There again there is a monstrosity of a dock. The docks on each side, the one at Cariboo and the one at Wood Island are nothing short of shocking. This country ought to do the right thing for Prince Edward Island and give it proper transportation so that it too can grow, so that its farmers may have a chance, so that its merchants may have a chance. This province used to have a population of about 125,000. I believe it is now down to around 90,000, but with a chance it will expand again and there will be more business there.

As soon as you land on the Prince Edward Island side, what do you pass by? A whole string of shacks. They should be removed. I suppose they were left there by contractors. Give the island a chance. Make its entrance look beautiful. Then after you get to Charlottetown and go from there to Borden you have to go away around—I just cannot describe how you have to go, but it is twenty miles longer than it should be. At Charlottetown there should be a bridge right across the York river, a short one, only 2,275 feet long. It can be built by modern methods for \$1,250,000. It would shorten the route from Charlottetown to Borden by twenty miles and speed up traffic. That would be for the good of Prince Edward Island. You cannot increase the tourist traffic and you cannot cut down the cost of freight by increasing the length of a route. You can increase the tourist traffic and cut down the cost of freight by shortening the length of that route by building a bridge across the York river for around \$1,250,000.