

ject in another place. I say more, not one of them would have dared to make the same remarks in the presence of their constituents in Prince Edward Island. This question is one of the very highest importance to us. We have for many years had our minds fixed on this point : if you read the speeches delivered during the election contest in Prince Edward Island, you will see that they were all in favor of this subway ; and the least that the representatives of Prince Edward Island in another place could have done was to have expressed the hope that the Government would grant a sum of money to make a survey to ascertain whether the project is feasible or not. That is the least they could have done for the people of Prince Edward Island who sent them to Ottawa as their representatives.

HON. MR. ABBOTT—I am sure the House is very much indebted to my hon. friend for the valuable information which he has laid before it on the subject of this subway. The calculations he has made as to its probable cost, the mode in which it can be constructed, and the funds out of which it can be paid for, I am unable to deal with. I suppose he does not expect them to be dealt with now. His object is gained, and it is a very praiseworthy object—in placing on record such evidence as he can procure of the feasibility of this tunnel. I might remark that the concession which the hon. gentleman asks for in connection with the tunnel is a very large one—the Prince Edward Island Railway and \$200,000 a year. It is true that the Island Railway appears at the present to be run at a loss, and for some time past to have been only a source of expense to the Government, but that loss appears, from the figures which he read, to be diminishing and it is hoped that ultimately it will disappear altogether. However, I do not propose to discuss the question. My hon. friend's statement will be found in the official report and I shall take care that the attention of my colleagues is called to it. I will merely content myself to-day with answering his question. He asks :—

If it is the intention of the Government to cause borings to be made during the present summer across the Straits of Northumberland, between Carleton Head, Prince Edward Island, and the Money Point, Cape Jourimain, New Brunswick.

To that I have to say that the Government have not had the crossing between these two points as yet under consideration, but they will cause enquiry to be made as to the feasibility of it and if they find that any advantage can be gained by having borings made they will have them made this summer.

HON. MR. HAYTHORNE — I listened with considerable attention to the hon. gentleman from Alberton who has addressed you at considerable length, this evening, and I must say that so far as I am personally concerned, he has not a shadow of reason to complain. I have always given his project the most earnest support from the very first.

HON. MR. HOWLAN—That is quite true.

HON. MR. HAYTHORNE—Referring to an earlier portion of my political life, I may say that I was leader of the Prince Edward Island Government in 1869, when a deputation from the Government at Ottawa arrived in Prince Edward Island. The present Sir Leonard Tilley was the gentleman who principally took part in the discussion which arose at that meeting. One other gentleman in that deputation has since deceased : his statue is in bronze on the Parliament grounds—I refer to the late Sir George Cartier. A third is still living in Halifax, but is out of political life. He was long a member of this house—I refer to Sir Edward Kenny.

But it was with Sir Leonard Tilley, who is still a living man, a man with a memory, I had principally to assume the duty of conferring. It was my duty to tell him that the general feeling of the people of Prince Edward Island at that time was opposed to Confederation. I told him so plainly. I told him also that I thought there were methods by which their objections could be obviated. One of the methods that I pointed to was the maintenance of steam navigation