

as they are carried at Detroit. Of course the distance is much greater but that would not make any difference except that the cost of transportation would be greater and the capital involved would be locked up during the longer time that it took to carry cars across the strait. That would involve the necessity of changing the gauge of the Prince Edward Island Railway from a narrow gauge to a standard gauge and it would involve the changing of the rolling stock from narrow to standard gauge and the expenditure would be very heavy. In connection with that it will at once be perceived that the project would be increased in cost to the extent of changing the Prince Edward Island Railway from a narrow gauge to a standard gauge. The connection cannot be made by rail without always taking into consideration the question of the different gauges of the Intercolonial Railway and the Prince Edward Island Railway. The two roads must be made one, that is the Prince Edward Island Railway must be brought up to the standard and in figuring up the cost of making the connection, either by a ferry or a tunnel, this must always be taken into consideration. I am not prepared to say that the government ought to plunge into this without giving it the most serious consideration. The connection between the Canadian Pacific Railway at Vancouver and at Victoria has been referred to. But, the conditions there are altogether different. The Canadian Pacific Railroad boats leave Vancouver outward bound and call at Victoria; on the inward passage they call at Victoria and then proceed to Vancouver. These are two ocean ports, more to be compared with St. John and Halifax, although they are scarcely in that position, at which the Canadian Pacific Railway steamers stop. The Canadian Pacific Railway have worked out that part of their transportation problem and it is not probable that they will make any change in it. But, if we were confronted by a transportation problem of smaller magnitude such as we have down at Prince Edward Island, I think that the management, even of the Canadian Pacific Railway, would possibly charge as high a price for that accommodation. I am willing to make a comparison between the Intercolonial Railway and the Canadian Pacific Railway rates, having reference to the accommodation afforded, at any place on the continent. This is not a question to be brushed aside lightly as being of no importance. I do not look upon it, as an hon. gentleman has suggested, as a joke; I look upon it seriously. I do not know of anything having been done or said to affect elections. It is a matter of business and not of politics. It is in the interest of Canada, looking to the compact of confederation, looking to the interest of the people of Prince Edward Island as being part of the Dominion of Canada, that we should endeavour to provide good

Mr. GRAHAM.

transportation facilities and better connection between the island and the mainland. I think, however, that it is the duty of the government, or any other government, even though this question has stood on the Order Paper for years, to look into the matter, and I feel assured that no government has any idea of treating this matter lightly, but, believing that this is a matter for serious consideration, I would suggest to my hon. friend, that, having secured the object of his motion in bringing this matter to the attention of the House and having had it discussed and ventilated, he should withdraw it for the present, leaving it in the hands of the government to make further inquiry.

Mr. R. L. BORDEN. I desire to say a word or two. The Minister of Railways and Canals (Mr. Graham) has referred to the very great advantage which has accrued to the country from the delay in constructing the tunnel. The tunnel, he says, can be constructed now much more cheaply than if it had been undertaken ten, or twelve or fifteen years ago. I suppose that if my hon. friend carried that argument to its legitimate conclusion he would point out that in the course of time, by geological changes, Prince Edward Island would be joined to the mainland and that the otherwise large expenditure involved in constructing the tunnel would be saved to the country altogether. I do not think that an argument of that kind would be very satisfactory to the people of Prince Edward Island and perhaps the noteworthy inaction of the government in regard to the tunnel may possibly lead to the delay to which I have just now alluded.

The minister referred to the large amount that has been expended by the government, the sum of \$84,000, in maintaining one of these steamers in commission, during the winter, but as I understand it that amount would include the cost of maintaining the steamer in commission not only during the winter service but during the summer as well. And if one looks at the record of that expenditure on these steamers one finds, for example, that the 'Montcalm' is charged with an expenditure of \$93,741.56 gross, or \$85,110.88 net, although that steamer was not engaged in the winter service between the island and the mainland at all.

After all it does not matter very much whether it was \$84,000 or \$54,000. The government have made an effort to carry on this service so far as it can be carried on by steamboat, but that effort during portions of the time at least has not been very successful. It remains to be considered in the end that the country is pledged, under the terms of confederation, to an efficient steam service winter and summer between the island and the mainland. It may be that the framers of confederation did not have a tunnel in their mind when they used the language quoted by the Minister of Rail-