

for no good purpose in that ship railway, I am not prepared to say that the Government and the country would not be justified in spending a larger sum for that purpose. My own impression is that if this work could be done for about \$5,000,000 the Dominion Government would be quite justified in undertaking it. As the hon. gentleman from Alberton has shown, I think the country would not really lose very much if they constructed the work at that cost. With the rate of interest as low as it is at present, the probabilities are that the interest on the cost of constructing the work, if the principal was not more than \$5,000,000, would not be much more than the annual cost of maintaining the existing service.

HON. MR. HOWLAN—Not quite so much.

HON. MR. POWER—Therefore, I think, as far as I could gather from the hon. gentleman, I substantially agree with him on that point. That is my view as to what the Government ought to do. As the hon. gentleman very properly said, the Government did not hesitate to spend something like \$70,000,000 in obtaining the best method of communication with the population on the Pacific coast, which certainly was not as great as that of Prince Edward Island. I say this, although I am to a certain extent speaking against my own interests, because the hon. gentleman from Murray Harbor has made it perfectly clear that if this communication beneath the Strait, or any other mode of communication between the mainland and Prince Edward Island, is established, which will be continuous and effective, the effect will be to make us in Halifax pay more for our oats and potatoes and other necessities of life. But still I am public spirited enough to be quite willing that Prince Edward Island should have improved communication with the mainland, even though we have to pay a little more for the produce we get from there. I was rather surprised to hear as warm an advocate of the National Policy as the hon. gentleman from Murray Harbor, informing us that as far as Prince Edward Island is concerned the effect of that policy has been disastrous. I am surprised at that; because the theory of the National Policy is that we should do our trading amongst our-

selves; and, when the people of Prince Edward Island are shut in for four or five months of the year, they have admirable facilities for trading amongst themselves. The Address to the Queen which the hon. gentleman read included a statement that there was no communication with Tormentine. Since that Address to Her Majesty, railway communication has been made between the Intercolonial Railway and Tormentine, so that things are gradually improving even under the present system. The hon. gentleman was obliged to admit also that although the present Government have been in power nearly 12 years, things are really not any better than they were when they came into office, notwithstanding all the promises which they made to the electors. It is well to have that frank avowal from the hon. gentleman. Now, with respect to the wording of the resolution before the House, I feel obliged to say that it is not satisfactory, and that it is not altogether what should commend itself to the judgment of the House. In substance I think the resolution is right and proper, but I do not think that the wording of it is exactly what it might be. The resolution suggests to the favorable consideration of the Government:

"The appointment of a Board of Civil Engineers, accustomed to hydraulic works, and works altogether or principally in the water, with a view of ascertaining—1st. The feasibility of construction and maintenance and the cost of a metallic subway across the Straits of Northumberland, commencing at or near Cape Traverse, in Prince Edward Island. 2nd. Any other plan which they can recommend to fulfil the terms of Confederation made with the Province of Prince Edward Island, viz.: 'To establish and maintain efficient steam service for the conveyance of mails and passengers between the Island and the Dominion, winter and summer, thus placing the Island in continuous communication with the Intercolonial Railway and the railway system of the Dominion.'"

The Board of Civil Engineers, suggested by the hon. gentleman from Charlottetown, while they might be very proper persons to inquire into and report upon the feasibility of the construction of a subway, might not be at all the persons best qualified to enquire into other means of maintaining communication; and I also think that the general trend of feeling is against the subway, and that the general feeling is that if any submarine work is to be constructed it should be a tunnel. The main objection to this resolution is that if adopted by this House it would bind us to a declaration that the terms of Union had