

pathy and support. I would like to have an expression from some practical steamship man engaged in the Atlantic trade of his willingness to take up an enterprise of that character. I shall mention it to the Minister of Trade and Commerce and ask him to give it his serious consideration.

Mr. A. MARTIN (Queens, P.E.I.). I am very much obliged to the minister. He has met me pretty nearly half way, but I would suggest to him that it would be the duty of the government to have that tender built. At the present time steamers running at full speed are loaded from a tender. I do not see any difficulty that would arise. It would place the province in a better position. Before these steamship subsidies were adopted the province had a steamer of its own which traded between Prince Edward Island and the old country but when you adopted the policy of subsidizing steamers from Montreal, Halifax and St. John, our steamer could not compete with them. We are under the disadvantage that our goods have to be shipped to Montreal and then reshipped to Great Britain. I do not think there is an instance anywhere in Canada where there is such a round about way of doing business as that which has been forced upon Prince Edward Island. It is not creditable to the government that that should be the case. When the minister struck out this item of \$7,000, he said he would apply it in some other direction and I would like to know how he is going to apply it.

Mr. FIELDING. I think my hon. friend will find in the Supplementary Estimates, page 30, that we are providing an additional amount for steam communication between Prince Edward Island, Cape Breton and Newfoundland. I do not give that as a reason why we should not have this service across the ocean if the opportunity should come, but I hardly think it would be wise for the government to build a tender for that purpose without endeavouring to ascertain what steamship lines would co-operate with us in that business. Any measure which will enable the people of Prince Edward Island to share in the advantages of cheap and prompt transportation will have our heartiest and fullest support.

Department of Railways and Canals—to increase the salary of M. J. Butler, deputy minister and chief engineer, to \$8,000 per annum from April 1, 1908, \$500.

Mr. FOWLER. Explain.

Mr. GRAHAM. The item explains itself. This increase to Mr. Butler is not as large as it looks. The sum is \$500. Under the new Civil Service Act the salary of a deputy minister is \$5,000, and for anything over that we have to take special vote. Mr. Butler has been receiving \$7,500 and it was understood that he was to have \$8,000.

Mr. FOWLER. When and where was it understood he was to have \$8,000? There

Mr. FIELDING.

has been no statement in the House to that effect.

Mr. FIELDING. Mr. Butler has been receiving \$7,500 and that has been voted in the main estimates.

Mr. FOWLER. This proposition will make his salary \$8,000.

Mr. W. WRIGHT. That will be \$1,000 more than the salary of a minister.

Mr. FIELDING. Mr. Butler is a professional man of high standing and there is no doubt that in the case of professional men engaged in the higher ranks of the public service, the temptation is very strong to leave the service, and we must expect to pay them something like the figures they would be paid in private employment. Mr. Butler, I am quite sure, would get \$8,000 readily from any of the big railways or contractors by whom he might be employed.

Mr. W. WRIGHT. It seems to be an anomaly that you should pay a deputy minister \$1,000 more than the minister gets. The salary is high enough without any addition being granted.

Mr. GRAHAM. He performs a double duty; he is chief engineer as well.

Railways and Canals, chargeable to capital—Railways—Intercolonial Railway—diversion of public road to eliminate a crossing at rail level between St. Cyrille and Drummondville, \$1,300.

Mr. FOWLER. I would like some explanation in regard to that.

Mr. GRAHAM. The amount is asked to divert the public highway between St. Cyrille and Drummondville in order to get over a level crossing. The part of the highway touching the railway is going to be deeded to the government by the municipality. We are getting rid of the level crossing and they are deeding the property.

Mr. FOWLER. Why should you make an exception in this particular case?

Mr. LAVERGNE. This railway was built after the highway. It was built along the roadway for nearly a mile. There are two level crossings, about 350 feet long, they are very dangerous and there have been many accidents. The government proposes to divert the roadway to another place and this diversion will involve a small expenditure. If the railway had been built a little farther away from the highway these accidents would not have occurred.

Mr. FOWLER. In the province of New Brunswick there are places where the railway has been built since the highway, where the highway and the railway parallel each other for a long distance and where there are many crossings. In my town there are level crossings and yet no step like this has been taken by the railway. I would like to know why this particular place was singled