

Island and New Brunswick. In fact, some time ago a start was made on the construction of such a causeway, but that has been abandoned for the present. However, I have often crossed on the ferries in winter during storms and blizzards when no vehicle could possibly travel the nine miles of Northumberland Strait on a causeway. So the Islanders have mixed feeling about any proposal to link Prince Edward Island to the mainland, whether it be by causeway, tunnel, or bridge, as they feel they would lose their individuality and identity as Islanders. We are proud of being Islanders.

Personally, I do not favour a causeway for we would still have to maintain a ferry service. There would be many times when crossing a causeway in winter would be hazardous, and, indeed, at times impossible, as I have mentioned—even for a train, although I believe rail service across a causeway was not considered at first.

Two surveys have been made which indicate that the final clearing of ice west of a causeway would be delayed in most seasons from four to twelve days. This could easily cause a blockage that would last many more days—perhaps a month, some authorities say—thus impeding the launching of boats for the fishing industry, an industry vital to our economy. It is possible to build a causeway, of course, but it is not feasible in the opinion of many people.

The two provinces, Prince Edward Island and Newfoundland, are in a very different position from that of any other Canadian province. We are surrounded by the ocean. Water is the principal method of transportation of our exports and imports—those necessities of life without which we cannot survive. Again, I say the ferries are the lifelines of our eastern island provinces. There is a great need for more and larger boats to transport more rail cars and automobiles between those provinces and the mainland of Canada.

Traffic has increased greatly in the past ten years. Indeed, it has almost doubled, and our transportation system has not kept up with the services required. It is inadequate. On the Borden-Tormentine route, more than a hundred automobiles can be carried at each crossing, but at many times during July and August at least that number are left at each side waiting for transportation. I may say from personal experience that this is a very annoying situation. On one occasion I sat in a car for six hours at Tormentine before getting on the boat.

To one travelling to Prince Edward Island by train I am sure it must appear that we have taken a backward step. Formerly we had direct train service to various points on the Island. Now it is necessary to detrain at Amherst, board a bus and drive 34 miles to Tormentine, get off the bus while crossing on the ferry, and return to the bus on arrival at Borden to proceed to Summerside or Charlottetown. The buses have no washrooms. In winter they are especially draughty and rough. It is not a pleasant trip at the best of times. This discrimination is unfair. We are the only province without passenger trains. I strongly urge that passenger service be restored to Prince Edward Island. Many people prefer to travel this way.

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At the present time tourist spending amounts to something over \$16 million in Prince Edward Island, and with greater and more convenient transportation facilities and increased accommodation in hotels, motels, tourist homes and cottages, that amount could be quickly doubled—a very significant factor in the economy of a small province.

More than 80 per cent of tourists to the Maritime provinces and Newfoundland arrive by automobile, because a car is necessary in touring these provinces. It is the cheapest way for a family to see the scenery and get from place to place. Over 500,000 came to Prince Edward Island last year, the majority of them by the ferries.

Air transportation in Prince Edward Island is in great need of improvement. The first air mail in Canada was flown between Charlottetown and Moncton in the early twenties. Air transportation has increased greatly during the past years, but the service given is entirely inadequate to meet the needs of those who use this method of travel. The connections, even between Maritime centres, are time-consuming and expensive. Eastern Provincial Airways gives a good service, but it is handicapped in giving better service by several disadvantages. The airport at Charlottetown is a travesty so far as airports go. It is a real disgrace to expect a province to put up with the accommodation provided for the people coming to and going from this airport. It is far too small, very few seats are provided for the crowds who arrive and leave, there is no provision for food, and there is just nowhere for one to rest during long waits.

On one occasion in August of last year I waited over three hours for my flight to Montreal. There was not even elbow room in the building. The conditions were appalling. Over 200 people were crowded into a space sufficient for 75; the heat was stifling. The aircraft for which we were waiting was in Moncton for repair, and no other was available at the time. Flights were coming in from the Magdalen Islands and Newfoundland with passengers for Montreal. We were very crowded and suffered great discomfort.

The staff work under conditions that in this day and age should not be expected of anyone. Miss Helen Cox, the manager, and her staff have no accommodation for their outdoor clothing, except under their desks or over the backs of their chairs. The working rooms are small, airless and altogether depressing. Miss Cox and her staff are most courteous and obliging, and do all they can to assist the passengers who patronize the airlines. They deserve much better working conditions.

I hope these problems will be overcome so that in every way air travel to and from Prince Edward Island will be a pleasure, and not just something to be endured as it is today. In this year, when so much money is to be spent on various projects, surely some of it can be spent on improving conditions at the Charlottetown airport.