

not know whether the necessary steps are being taken. Prince Edward Island is getting no consideration whatever in this respect.

Something must be done about transportation to Prince Edward Island. It has been suggested in another place that the solution is a tunnel which would cost \$130,000,000 or \$140,000,000. A causeway would cost less than half that amount, and would be more practicable. In these days \$50,000,000 or \$60,000,000 is a very small amount of money, and if expended on a causeway it would give us perfect transportation, and it would be only ten or twelve minutes from one province to another.

I intend writing to Captain Maguire, of the car ferry, to get the details of what happened recently in the St. Lawrence. According to the statement of Mr. Roy, the member for Gaspé in the House of Commons, three of the vessels in a convoy were lost. As the matter has been mentioned in the House of Commons and in the Press, I can refer to it now. Berlin claimed that all but one of the vessels in the convoy were sunk. People who are afraid to cross to Prince Edward Island by boat are taking the plane. We want to find out whether submarines can operate there or not. We cannot get any information.

As I have said, the honourable member from Saint John goes over all the ramifications of the railway business throughout Canada, and in doing so takes in too much territory. What he says is very instructive and very informative, but I should have liked him to pay more attention to the Maritimes.

Hon. Mr. McRAE: Honourable senators, I rise to a point of order.

Hon. Mr. MacARTHUR: I would ask the honourable gentleman to refer to the Maritimes.

Hon. Mr. McRAE: I think the honourable gentleman is out of order.

Hon. LOUIS COTE: Honourable senators, I am sure that we all feel grateful to the honourable senator from Saint John (Hon. Mr. Foster) for having raised this question to-night, and for having discussed it so ably and given the House the constructive information which he has placed before us. Speaking personally, when the honourable member graced the Speaker's Chair, and by his very functions was condemned to silence, I always felt that if it were given to him to sit among us he would add to our deliberations a constructive knowledge which would be well worth while. To-night my surmise has been proved correct. We have at this time in our history to address ourselves to one task above all

others, the task of winning the war, but in doing this we should not overlook other problems, problems of vast magnitude, such as that of our national railway system. Personally I am very glad that the honourable member has at this time made the comments to which we have listened on the statement of the auditors of the Canadian National Railways as presented to this House.

The picture which the honourable senator paints of the progress made during the year is a rosy one, and no doubt we have reason to be pleased and gratified at the results. We have lived through many years of tragic deficits, deficits which accumulated year after year and were becoming a burden which the country was almost unable to bear. Although the improvement in the position of our national railways is due to the tragedy of the war, it is gratifying to hear that they are now carrying themselves, at least so far as operating is concerned. But, as was hinted by the honourable leader on this side in the question which he asked a few moments ago, we must not forget that some years ago, by the elimination from the balance sheet of the railway's \$800,000,000 or \$900,000,000 of liabilities, we made possible the presentation of such heartening statements as the one to which we have listened to-night.

I was particularly pleased with the remarks of the honourable member from Saint John in which he pointed out that at the end of the war, when the present colossal demand on the transportation facilities of this country, now lessening the necessity of co-operation between the railways, will have ceased, the people of this country will not look upon deficits with a kindly eye, but will scrutinize the accounts and will want to know the reason for them. It is my hope that the railways will not allow their enthusiasm to run away with them, and will not take these few years of artificial prosperity as a guide for the future, but will refrain from entering into some vast scheme of capital expenditure, the carrying charges on which would add to future deficits.

Hon. A. D. McRAE: Honourable senators, I should like to congratulate the honourable senator from Saint John (Hon. Mr. Foster) upon his very able analysis of last year's balance sheet of our publicly-owned railway. Canadians have every reason to be proud of this statement, the improvement in which is largely attributable to the country's war effort.

The honourable senator's remarks recalled to my mind the efforts we made in this House and in committee, for at least two or three years, to deal with the railway problem, to