

bridge, and the moment it was broken away it would go with the current. But that steamer would be totally useless in the ice in the Gulf. No man would be better satisfied than I if we could find a boat anywhere that, in my judgment, could do this work. I do not think the "St. Ignace" could cope with it. The hon. gentleman from Charlottetown spoke of the Severn tunnel as having cost two million sterling.

HON. MR. HAYTHORNE—I said three million sterling.

HON. MR. HOWLAN—The London Times newspaper gives the following account of the cost of that structure:—

"The Severn tunnel, which has been thirteen years in construction, and has cost a little over £2,000,000, was opened a fortnight ago for goods traffic. It is nearly 4½ miles in length, of which 2½ are beneath an arm of the sea. In its construction 75,000,000 bricks have been used."

It must be borne in mind that the cost of this tunnel was enhanced from the fact that a large amount of money was wasted in experiments before Walker took hold of it and finished it. But even then, that is something different from the cost estimated by the leader of the Government. But the two tunnels are entirely different. The cost of the Mont Cenis tunnel is not, in my judgment, as great as stated by the leader of the House.

HON. MR. ABBOTT—I took it from the Encyclopedia Britannica.

HON. MR. HOWLAN—It is a bad authority. My hon. friend from Halifax makes little of Prince Edward Island with regard to her looking for her rights in this matter. It comes with very ill grace from a gentleman from Nova Scotia, where railways have been built by the Dominion all over the Province.

HON. MR. POWER—The hon. gentleman is mistaken; I think I recognized the claim of Prince Edward Island pretty fully.

HON. MR. HOWLAN—We have 225 miles of railway in Prince Edward Island, 212 miles of which we have paid for with our own money, and the hon. gentleman has no right—

HON. MR. POWER—I did not belittle the claims of Prince Edward Island at all.

HON. MR. HOWLAN—Then I have wasted my time in taking these notes; the hon. gentleman certainly belittled Prince Edward Island.

HON. MR. POWER—No, I never dreamed of doing so.

HON. MR. HOWLAN—The hon. gentleman said that the time we entered into the agreement there was no such thing thought of as a subway. I say that Nova Scotia has since that had branch lines built all over the Province, while Prince Edward Island has not had a single mile built by the Government.

HON. MR. POWER—What has that to do with it?

HON. MR. HOWLAN—It has this to do with it: While the hon. gentleman is quite satisfied that Nova Scotia shall receive every accommodation possible, he thinks Prince Edward Island has no right to any consideration at all.

HON. MR. POWER—I never said anything of the sort. I must protest against the hon. gentleman putting language into my mouth that I did not use and did not intend to use. I appeal to the House if the gist of my remarks went in that direction at all. I rather claimed that Prince Edward Island had a right to every thing that could be done within a reasonable sum, and I gave the cost that I would suggest the Government should undertake if a subway could be obtained for it as five millions of dollars, a sum which the hon. gentleman has himself mentioned.

HON. MR. HOWLAN—I will give the hon. gentleman the amount that has been spent in Nova Scotia for branch railways:

	Miles.
Western Counties Railway.....	67
Windsor and Annapolis Railway.....	84
Spring Hill and Parrsboro'.....	32
International, C.B.....	13
Sydney and Louisburg.....	10
Maccan and Joggins.....	12
Nova Scotia Central.....	34
	252

HON. MR. POWER—The Spring Hill and Parrsboro' was built by Nova Scotia.

HON. MR. HOWLAN—And the Dominion has paid for it.