

out. The Intercolonial has a certain business, it runs to certain points, it does not connect in any way with the Prince Edward Island road at present. Business on the Prince Edward Island Railway is kept by itself, and we do not begrudge the loss. But it would not be fair to the Intercolonial that is doing its through business, making connection with every railroad on this continent, either by itself or through other roads, that it should have the Prince Edward Island Railway attached to it. It must be run on different lines, run on different standards, run at a different cost. I do not think the change would be advisable, I think it would not be practical and would not attain any good result; particularly as the people of Canada are willing to pay a certain amount each year to provide the people of Prince Edward Island with railway facilities, and they can be accommodated as thoroughly with a narrow gauge railway as with a wider gauge railway.

That the ferry service across the Straits of Northumberland should be owned and managed by the Railway Department, winter and summer.

I take that as complimentary to the Railways and Canals Department. I know that my hon. friend from Queens and my hon. friend from Prince will not again say anything about the Railways and Canals Department being badly managed, because here they come and ask, in order that the service may be benefited, in order that the island may be better served, in order that the transportation between the mainland and the island may be carried on properly, that it be placed under the management of the Railways and Canals Department. I thank my hon. friends for the compliment. Now, should the Railways and Canals Department assume this responsibility? That is a question that is debatable, I say at once. If it is thought by parliament and by the country that we ought to make it part of the transportation problem from the west clear to the island, then that is a debatable point and one that should be discussed with a good deal of attention. I am not going to condemn it, but I am going to say that I do not think for a moment that running merely a winter service by the Railway Department would have any advantage over running the winter service by the Marine and Fisheries Department. The government, in order to carry out the compact of confederation, spends \$84,000 a year over and above its receipts in order to keep up winter communication.

Mr. A. A. McLEAN. Is not that \$84,000 a portion of the expenditure on the boat while engaged in the summer service? You have not yet eliminated the expenditure of the summer from the winter, and how can you tell that the expenditure of \$84,000 in winter was over and above what was expended in summer?

Mr. GRAHAM. Is it not only in winter that the government undertakes the service?

Mr. A. A. McLEAN. Yes, but in the summer time the government spend large sums of money, last year some thousands of dollars, in running that boat for the fishery protection service and they gave the Governor General a trip which cost \$10,000 or \$12,000.

Mr. GRAHAM. My hon. friend is getting away from the point. The Marine Department have given me the figures. My hon. friend can reduce them by \$10,000 if he likes but it makes no difference to my argument.

Mr. A. A. McLEAN. The figures are incorrect.

Mr. GRAHAM. The hon. gentleman may reduce the amount by \$10,000 if he likes.

Mr. A. A. McLEAN. They should be reduced by \$30,000.

Mr. GRAHAM. My hon. friend is extravagant in that as in other things, but we will let that go. We come back to this question of the ferry service. It is a matter for serious consideration whether the ferry service should not be made part of the transportation system. Possibly it is a service which ought to be placed under the control of the Department of Railways and Canals which deals with the transportation problems of the country, but I would not like to undertake the winter service if the summer service should not be placed under the same management. If we proposed to go exclusively into a ferry service winter and summer we would be confronted by the hon. gentlemen who are urging the construction of a tunnel, if it would be wise at the present time, that the government should incur another large expenditure in securing steamers while perhaps in a few years they would have to be discarded for the construction of a tunnel? It opens up the question as to the advisability of making a thorough investigation with reference to the matter. I had hoped before this session is over, and I still hope, to lay upon the table of the House a report in connection with it. I am not prepared to say how much information it contains. I have had a considerable amount of discussion on this question with the chief engineer of the department, Mr. Butler, and as I stated in a previous debate, he promised to send down some information with reference to the construction of a tunnel. I had hoped to have had it on the table of the House, or in my hands, before this debate came on, but in that I have been disappointed. There is another question involved in this and it is the question of a car ferry. Sometimes it is suggested that the whole difficulty can be solved by the construction of a ferry service across the straits that will carry cars