

Bunster,	Lanthier,
Caron,	Laurier,
Casgrain,	Little,
Cauchon,	Macmillan,
Cheval,	McIsaac,
Cimon,	McQuade,
Colby,	Masson,
Costigan,	Mitchell,
Coupal,	Moffat,
Cunningham,	Montplaisir,
Currier,	Pelletier,
Cushing,	Perry,
Cuthbert,	Pettes,
Delorme,	Pinsonneault,
Desjardines,	Platt,
De St. Georges,	Pope,
Donahue,	Pouliot,
Dugas,	Power,
Ferguson,	Pozer,
Fiset,	Richard,
Flynn,	Robillard,
Forbes,	Robitaille,
Fournier,	Rouleau,
Fréchette,	Scatcherd,
Gaudet,	St. Jean,
Geoffrion,	Taschereau,
Holton,	Thompson ( <i>Cariboo</i> ),
Hurteau,	Thomson ( <i>Welland</i> ),
Irving,	Tremblay,
Jetté,	Wright ( <i>Ottawa</i> ),—71
Jodoin,	

Mr. MACMILLAN moved that the House go into committee on the Bill to-morrow.—Carried on the same division.

Mr. SINCLAIR moved for copies of papers and correspondence between the Dominion Government and the Government of Prince Edward Island, relative to the building of the Prince Edward Island Railway, and the transfer of the same to the Dominion Government. He said he had various reasons for moving for this correspondence. First he understood that the Prince Edward Island Railway had been accepted by the agent of the Dominion Government under protest, and he, (Mr. SINCLAIR) would like to see what the agent had to protest against, for that railway had not run one day since it was taken off the hands of the contractors. No doubt the weather had been the chief cause of this, but even if it had been fine, the rails and machinery were not good, and the opening might have been delayed. The Government had laid on the table correspondence up to June. What he wished to obtain was the subsequent correspondence relating to the transfer, and extending into November and December. If the terms of the contract had been fulfilled the railway should have been handed over to the Dominion Government in September, and it was expected every

. Mr. Macmillan.

week that it would be opened for traffic. Speculators had purchased grain along the line, and after waiting until winter had set in were obliged to make an arrangement with the contractors for conveying the grain to the harbors. He (Mr. SINCLAIR) would like to ascertain whether the charges then imposed were to be continued in the future. If so it would be found that the road would be unprofitable. Many speculators not expecting the line would be worked this winter had purchased grain at the ports and shipped it by vessels. They found that they could do so much cheaper than conveying it by rail at the rates charged by the contractors. He did not want to see the tariff reduced below what would be a profitable rate for the operation of the road, but the Government would find that the Island was in a different position from the continent. Railways on the mainland passed through sections of country of which they formed the only outlet for trade, but on the Island the railway was obliged to compete with water transportation. He thought the Government should reduce the tariff, and he wished to know whether the correspondence for which he asked would contain any reference to the matter.

Mr. DAVIES said he was bound to admit that the Government had done everything in their power to open this railway. The gentleman sent down to manage the road went to the Island in May and was told by the contractors that it would be ready in July. He went in July and was told that although the trunk line was finished, it would not be handed over until the branches were finished, which would probably be in October. He returned in October and the road was not then ready. When it was handed over at last, a snow storm set in, and for ten days the road was blocked. He (Mr. DAVIES) made it his business to go to Mr. SWINYARD and tell him that it was unnecessary to waste fifteen or twenty thousand dollars in trying to keep this road clear of snow. It was covered with ice and could not be cleared. If it had been handed over at the proper time it could have been set in operation without this expense. Mr. SWINYARD, nevertheless, tried it for a week and failed. He (Mr. DAVIES) believed it was the worst road in the world, full of curves and easily blocked with snow. Time would show what tariff