

town via Pictou are exactly the same as they are to Summerside via Point du Chêne; but freight for Charlottetown going by way of Point du Chêne is charged considerably more. The rates from Montreal to Charlottetown via Point du Chêne are: First class, 64 cents per 100 lbs.; second class, 56 cents; third class, 45 cents; fourth class, 34 cents; fifth class, 30 cents; sixth class, 28 cents. The same goods going by Pictou pay: First class, 56 cents; second class, 49 cents; third class, 39 cents; fourth class, 29 cents; fifth class, 26 cents; sixth class, 24 cents per 100 pounds. The difference would be on the first class 8 cents; second class, 7 cents; third class, 6 cents; fourth class, 5 cents; fifth class, 4 cents; sixth class, 4 cents, although the distance is 112 miles less.

From points west of Montreal, for instance, from Toronto, the discrimination would be still greater. From Toronto to Charlottetown via Point Deschênes and Summerside, the rates are on first class 86 cents; second class 75 cents; third class 64 cents; fourth class 54 cents; fifth class 44 cents; sixth class 42 cents; seventh class 33 cents; eighth class 33 cents. And from Toronto to Charlottetown via Pictou, first class 74 cents; second class 64 cents; third class 55 cents; fourth class 46 cents; fifth class 38 cents; sixth class 36 cents; seventh class 28 cents; and eighth class 28 cents. The difference against the Island road is therefore on first class goods 12 cents; second class 11 cents; third class 9 cents; fourth class 8 cents; fifth class 6 cents; sixth class 6 cents; seventh class 5 cents; and eighth class 5 cents.

It may be said by railway and business men that freight destined for Charlottetown going via Pictou would save one handling and that if it went by Summerside it would have to be loaded on the cars, which would have to be taken into consideration. But that would not account for the large difference in the rates I have pointed out. Take freight destined for other points where the handling is just the same. On freight destined for Georgetown and Souris there is still a large discrimination although the handling is exactly the same. Let me just quote the figures. From Toronto to Georgetown via Point Deschênes and Summerside, on first class 92 cents; second class 80 cents; third class 69 cents; fourth class 57 cents; fifth class 47 cents; sixth class 44 cents; seventh class 35 cents; and eighth class 36 cents. From Toronto to Georgetown via Pictou and Charlottetown, on first class 86 cents; second class 75 cents; third class 64 cents; fourth class 54 cents; fifth class 44 cents; sixth class 42 cents; seventh class 33 cents; and eighth class 33 cents; per 100 pounds. Or a difference against the Prince Edward Island Railway, with the same handling and labour, as follows: First class 6 cents; second class 5 cents; third class 5 cents; fourth class 3 cents;

fifth class 3 cents; sixth class 2 cents; seventh class 2 cents; eighth class 3 cents, while the distance from Toronto to Georgetown via Point Deschênes and Summerside is 122 miles less than via Pictou. And the difference to Souris is from one to two cents per 100 pounds greater still.

The only reason I can see for routing freight in such cases via Pictou is to give the Intercolonial Railway practically all the earnings and to give the Island road as little as possible. That is not fair to the Island road. While it makes no difference to the public purse, it certainly tells against the Island road since the accounts are kept separate, so that when we come to the government and ask for any concessions we are met, in one form or another, by this deficit on the Island railway. It may not be brought up in all cases but you have to face it. In speaking to ministers, and very often to private members of the House this deficit is a thing of which all complain, and I would rather explain it in this general way than try to explain it to every member of the House or minister. This is one of the reasons why I think the Prince Edward Island Railway ought to be an integral portion of the government system both in the keeping of accounts and in all other respects. That would relieve the Intercolonial Railway officials from the necessity of making this discrimination, and I presume it must take some of their time and attention to make these changes in the routing of freight. But while the accounts are kept separate, this discrimination is absolutely unfair to the Island railway.

Mr. BERGERON. I understand by the hon. gentleman's motion that he would change the letters which to-day designate the Intercolonial Railway. Instead of Intercolonial Railway he would call it inter-provincial or some other name.

Mr. J. J. HUGHES. Or the Canadian government railway.

Mr. BERGERON. Has my hon. friend ever examined what would be the cost of making that change?

Mr. J. J. HUGHES. I have not, but I understand that the department are under the necessity of making some change in order that the Intercolonial cars may not get mixed up with the cars of the Illinois Central Railway. I understand they are making some change now, and perhaps the loss of a few cars would be sufficient to pay for the change. The next paragraph in the resolution I propose reads in this way:

That the ferry service across the Straits of Northumberland should be owned and managed by the Railway Department, winter and summer, as the ferry service across the Straits of Canso is now, and as the ferry service across the Gulf of Georgia between Vancouver and Victoria is owned and managed by the Canadian Pacific Railway Company.