

taste is not always shown in the appropriation of new names. We are told that, in some places, owing to the respect paid to a great man, not only all the babies are named George Washington Smith, but all the places are called after that distinguished man. I think it would be far better, at least, that historic names should be preserved. And when one speaks of the history of the North-West, it would be better to speak of its traditions, for we do not know the history of that region. Then when names come to be selected, the question of pronunciation requires to be considered, for great injustice may often be done by indirect pronunciation. The names of the voyageurs have been spoken of, but they are sometimes very singularly pronounced. For instance, I remember, and I am not an old man, when travelling between Montreal and Quebec on the Grand Trunk, there was a place called Somerset, and I never passed that place but the conductor did not come to the door and cry out "Sain Morrissett." This is an instance of what may happen if unpronounceable names are given to places. I really sympathize with those who made and have supported the motion to this extent; but I think the beautiful, soft, liquid language of the Indians could be preserved in many cases as it has been, and if the history of the original settlers, the original pioneers, who performed the hardest labors and encountered so many perils in the early days of the country, could be preserved by means of suitable names, I would much prefer it to the modern practice of calling everyone such a name as Smith, because Mr. Smith happened to be a prominent man.

Motion agreed to.

#### RATES ON THE CANADIAN PACIFIC RAILWAY.

Mr. BLAKE, in moving for correspondence, telegraphic or otherwise, on the subject of the rates to be charged on the Canadian Pacific Railway, under the contract on the Table, said: It has been made to appear by the public prints, as well as by an answer given across the floor by the Minister of Railways to a question asked by myself, there has been some correspondence with the Toronto Board of Trade on the subject of rates to be charged on the Canadian Pacific Railway as affecting the interests of the Ontario railways, and it appears from the hon. gentleman's answer to my question that an agreement has been made on that subject, which arrangement he thought he would have no objection to place on the Table. That arrangement has been made public. It seems to be contained in a proposal from the Toronto Board of Trade submitted to the Minister, and a telegraphic response on his part, that it is unobjectionable and it is agreed to. I had supposed, from the same sources and other sources of information, there had been some correspondence between the Quebec Government and this Government on the same subject as affecting the interests of that Province and its Government railway, but the hon. gentleman's statement this evening has shown I was mistaken.

Sir CHARLES TUPPER. I said so far as I was aware.

Mr. BLAKE. I withdraw my statement. I understood the hon. gentleman to speak more precisely than he now appears to have done. I still suppose that some sort of correspondence has taken place, as I can hardly assume that all we know to have been going on has taken place without some discussion on the subject of rates as affecting Quebec very importantly. That there should have been an arrangement made by the hon. Minister as to the rates to be charged on the Canada Pacific Railway with the Toronto Board of Trade implies, I apprehend, some correspondence with the gentleman to whom he has agreed to hand over that railway. He has it not in his power absolutely to agree to a system of rates without discussing it with those

gentlemen, and I therefore assume, inasmuch as the hon. gentleman did agree with the Toronto Board of Trade, that a certain system and mode of charging rates would be adopted, that he has had correspondence with the gentlemen who largely control the railway, who are forming the railway company, in which he obtained their assent. I am a little staggered in that view which I certainly entertained, when I placed the notice on the paper, by what I see in to-day's Toronto paper, which states that the members of the Syndicate have declined to accept the arrangement which the hon. gentleman made with the Toronto Board of Trade—because I can hardly suppose the hon. gentleman would have made that arrangement without, at all events, consulting his friends, the Company. But I will still assume, until the hon. gentleman informs me that I am in error, some correspondence with the Company or some of its members took place with respect to an agreement with the Toronto Board of Trade with respect to the rates of the Canadian Pacific Railway. There is quite another class of correspondence which would throw light on this subject, and the motion is directed to eliciting the facts and obtain the correspondence, if any. The House is aware that, in the course of the debate on the subject of the Canadian Pacific Railway, a pledge was given that the General Railway Act was to be altered in many particulars to importantly affect the construction of the Pacific Railway under the contract, to affect it in such a way that the rates and fares on that railway might be very seriously altered by the proposed change in the Railway Act. I am desirous of knowing whether there has been any correspondence with the Syndicate or any of its members upon this subject as affecting the rates and fares to be charged on the Canadian Pacific Railway, and if there has been any such correspondence and an agreement they should be brought down. These are the reasons why I submit the motion.

Motion agreed to.

#### COMMUNICATION WITH P. E. ISLAND.

Mr. YBO, in moving for correspondence with the Department of Railways during the past two years, in reference to building lines of railway from the Intercolonial Railway to Cape Tormentine and from Cape Traverse to the Prince Edward Island Railway, said: Under the terms of Union between the Island and the Dominion it was agreed that communication should be kept up with the Island both winter and summer by the Dominion Government. The subject has been many times before this Parliament, and promises have been made for the construction of a railway from the Intercolonial line to Cape Tormentine, and from Cape Traverse to the Prince Edward Island Railway. The late Government surveyed the line on this side, and expected to have commenced work immediately. The present Government then came into power; but although they have been three years in office, nothing has been done. Meanwhile the people of the Island are suffering; and during the present winter no mail crossed during a fortnight, which was a very serious matter to business men. It was altogether too bad that the Island should have been kept in this condition for so many years. Meetings have been held by the people all over the Island, as well as in that part of New Brunswick which is interested in this question, pressing on their representatives and the hon. Minister of Railways the necessity of at once beginning this work, and I trust that this will be the last time we will have to urge the matter upon the attention of the House; and that we shall find, when the Estimates come down, that provision has been made to begin this work at once. In fact, if nothing is done by the end of this Session the people of the Island are determined to appeal to the Imperial Government if the terms of the Union are not carried out. This is the unanimous feeling from one end of the Island to