

the farmers of the Dominion are taxed more in the articles they consume under the present duties, than any other class in the country. We find that carriages are taxed 31 per cent; manufactures of cotton are taxed 28 per cent. No doubt the poorer classes of people use cotton. Earthenware is taxed 33 per cent; manufactures of flax, hemp and jute, 22 per cent; manufactures of glass, 26 per cent. Perhaps the Minister of Finance will say that these are luxuries, that poor people can do without them. Hats and caps are taxed 30 per cent; manufactures of iron and steel, 28 per cent; musical instruments, 27 per cent. I suppose my hon. friend would say also that musical instruments are luxuries. Paper and manufactures of, including wall paper, 33 per cent. I suppose he would deny the propriety of a poor farmer having a little paper on the wall of his house. Provisions, 36 per cent; soaps, 54 per cent. Well, now, it is a wonderful thing to see such a high duty on soaps, for I was under the impression that it would require a great deal of soap to wash away the political sins of hon. gentlemen opposite, and therefore soap ought to come in duty free. Champagne, 54 per cent. Champagne is used by the richer class of people, at these great state dinners, and it is only taxed 54 per cent, while kerosene oil that is used by every poor family in the country, is taxed about 160 per cent. Is that the protection that hon. gentlemen opposite intend to give to the farmer? You tax the farmers 150 per cent more for the articles they use, than you tax the richer class of people upon their champagne wine. Now, Sir, my hon. friend from King's, P.E.I., endeavoured to show that it was good policy to populate the cities of Canada and to depopulate the rural districts. My version of that is that it is robbing Peter to pay Paul. That does not increase the population of a country, and no country is worth anything unless it has population. We have seen in Canada the effect of overcrowding cities and depopulating the rural districts. In Montreal, not quite a year ago, many people were starving, thousands of men waited on the mayor and asked him for work or bread, and soup kitchens had to be brought into requisition. The same conditions of things existed in Toronto and other cities. That is one of the results of the policy of hon. gentlemen opposite as enunciated by the hon. member for King's (Mr. Macdonald). It would be much better if many of the people now in the cities were settled in the country districts and became producers, tillers of the soil, for then they would not only produce, but they would also consume goods brought into the country and would help to provide a revenue. The hon. member for King's also told the House how prosperous we were. He said that when the present Government came into power we had no continental railway and no Sault Canal and certain other public

works. One hundred millions has been spent on building the Canadian Pacific Railway, which meant so much money given to the company; but what benefit has it been to the people of Prince Edward Island or to the people of King's County? I thought when the hon. member was alluding to public works he would announce to the House that the Government had determined to build the Southern Railway Branch in the Island. Meetings were held which the hon. gentleman attended and at which he made strong speeches, and at which a member of the Cabinet for the island also attended and made great promises and held out great inducements; but we must remember that this was done when the country considered it was on the eve of a general election. The hon. member was silent on that point when addressing the House; he did not state whether the Government were going on with the surveys, or whether they were going to place a vote in the Supplementary Estimates. When at home the hon. gentleman, addressing his constituents, tells the people there, for election purposes of course, that the Government are going to build the southern branch; but when he comes here his masters tell him to hold his tongue on that subject and not to say a word until after the election, and that then if successful—which I doubt very much—they will build that branch. The hon. gentleman, I say, was silent, and no doubt it was the best course for him to pursue, because I am well aware that, although the hon. gentleman and his colleagues accompanied a delegation from the east end of the island when they waited on the Cabinet Ministers with respect to this great question, the Government made no promises, not even that they would take the matter up on a future occasion, and although the members of the deputation came here expecting from the promises made by the Cabinet Minister for the island that their request would be entertained, they went away fully satisfied that the Government had determined to do nothing. If we are to judge the future by the past, it was the only natural conclusion to which we could arrive. Look at the great work of the tunnel from the island to the mainland, which has been a subject of agitation for ten years. In 1891 we were so near securing its accomplishment that we expected to have that great public work commenced at an early date, and everybody thought it would be an accomplished fact in a comparatively short time. What has become of it? Just what is going to become of the project connected with the Southern Railway Branch, so long as its construction is left in the hands of hon. gentlemen opposite. So much for the promises of the Government. The hon. member for King's (Mr. Macdonald), further stated that goods were cheaper under the National Policy than they had been under a tariff for revenue