

Commission has not yet been printed; but I will bring it up in a different way.

Motion dropped.

On the notice of motion:

That in the interests of political morality and good government it is desirable that party patronage should be eliminated from the administration of all federal departments in Canada.

Mr. FOSTER. The same remark that I have made with reference to the other resolution applies to this.

Motion dropped.

GOVERNMENT RAILWAYS.

Mr. J. J. HUGHES (Kings, P.E.I.) moved:

That in the opinion of this House the names 'Intercolonial Railway' and 'Prince Edward Island Railway' should be dropped, and the name 'Interprovincial Railway' substituted therefor.

That the government system of railways should be considered as one entity in the keeping of accounts and in all other respects.

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.

He said: Mr. Speaker, the resolution practically explains itself to those who know the objects I have in view and are acquainted with the local conditions; but as you, Mr. Speaker, are not familiar with those conditions, I think a few explanations will be in order.

The first paragraph relates to the name of the government railway. While it is not very important by what name a thing shall be known so long as the name is fairly descriptive of the thing, and so long as there is no danger of confounding it with something else that is similar, yet I think everybody will admit that the name Intercolonial applied to a railway that extends across three provinces, and will, if it is built, of which there is some probability, to the great lakes, and perhaps finally reach the Pacific ocean, is certainly not a suitable name. We are no longer a group of colonies; we are a federation of provinces, and the name of our one government railway should not, I think, be a misnomer that belies our actual status. Whether Interprovincial would be a better name or not I do not know. Perhaps Canadian Government Railway would be the correct name. There is a real business reason why the present name should be changed. The fact that the initials are the same as those of the Illinois Central Railway has resulted in cars going astray and being used by other railways, and thus becoming lost to the

Mr. FOSTER.

government of Canada. In consequence of that I think the department is at present making some change in the lettering of the cars. This goes to show that there is a necessity for a change of name.

If the other two paragraphs of the resolution, which are of more importance from my point of view, should commend themselves to the House and the government, it would be more important still that the name should be changed. Since Prince Edward Island joined the confederation and became a part of the Dominion of Canada, it has been customary to consider the two railways, the Prince Edward Island Railway and the Intercolonial Railway, not only as two separate systems, but as antagonistic systems in some respects. I do not think that is a proper condition of affairs. In my judgment the Prince Edward Island Railway ought to be an integral portion, a branch, a feeder, of the Intercolonial Railway, and not be considered in any respect a foreign road. This works to the disadvantage of the Island railway. There has grown up in the public mind for some years the opinion that the Intercolonial Railway should at least pay operating expenses. This opinion has been given voice to in parliament, in the press, and throughout the country, and I have no doubt that it has impressed itself upon the management of that road. At the same time, there appears to be an idea that the Prince Edward Island Railway never did pay, never was expected to pay, and never will pay its operating expenses. The result of that is, so far as I can ascertain, that the management has diverted traffic that would naturally go to the Island railway, to the Intercolonial at the expense of the Island railway. I do not know whether that is the reason this discrimination takes place; but that there is real discrimination I think I can prove to the House. Freight originating on the Intercolonial Railway at Lévis and at Montreal to come over the Intercolonial Railway, and destined for Prince Edward Island, is hauled to Pictou for the same rate that it is hauled to Point du Chêne, although the distance to Pictou is 160 miles greater. There might be some reason for that from a railway point of view, because Pictou is a distributing point, and railway men make very little extra charge for a considerably greater distance so long as the freight is loaded on the cars, and other cars are going in the same direction. For all points on the Prince Edward Island Railway, if the freight crossed at Point du Chêne and Summerside, the haulage would be very considerably less. But owing to the freight going by Pictou, the Intercolonial gets nearly all the hauling, the Prince Edward Island Railway very little. Consequently the earnings of the Island railway are smaller than they otherwise would be. I have the figures here, and I will submit just a few. The rates from Lévis and Montreal to Charlotte-