

tions, that promises were made in this particular. He stated that the right hon. gentleman who leads the Government telegraphed last year, previous to the local elections, that the subject of railway communication with the Island was under consideration, making the insinuation I have mentioned. Well, Sir, I am happy to state that I can corroborate the telegram which was sent down to us by my right hon. friend last year. The members who represent Prince Edward Island, the Senators and almost all the members from the Island sitting in this House, signed last fall a memorial and sent it to the Government, requesting them to take up this matter of steam communication; and it was at that time that my right hon. friend telegraphed with regard to this subject that it was under consideration. I am happy to find, as the result of its having then been under consideration, that \$189,200 were placed last year in the Estimates for the building of a branch railway to Cape Traverse. This will show that the Government is sincere in the matter and intends to carry out the Terms of Union; but the great trouble was, Mr. Speaker, that the people of Prince Edward Island themselves could never agree on a route for the road. One party in Souris desired thus to connect Souris with Cape George; another party favored Charlottetown in this relation; another Cape Tormentine; another Cape Traverse; another Summerside; and in the district of my hon. friend from Northumberland it was desired that it should run to Point Escuminac. They could not agree upon a route, and it comes with a very bad grace from the hon. gentleman to charge the Government with dereliction of duty in the matter. Last year a meeting of the people of Queen's County was called at Charlottetown to discuss this question. It was presided over by the high sheriff, and was intended to afford an opportunity of laying before the Government the wants and requirements of Prince Edward Island. Several gentlemen attended that meeting and made good, sensible, and practical speeches. The hon. gentleman who sits beside me made a good speech, and the hon. Mr. Brecken also delivered a sound, practical address. Another gentleman was called upon to speak, by the name of Louis H. Davies. In a report of the meeting in an Island newspaper I find it stated that this gentleman was repeatedly called upon, but with becoming modesty he did not come forward for some time. The meeting took place on the first of February 1882—just one short year ago. What were the views of Mr. L. H. Davies at that time—a gentleman who has been Premier and Attorney General of Prince Edward Island, and one who has been in public life ever since Confederation. The report says:

"Mr. L. H. Davies after repeated calls came forward and said he was never backward in expressing his opinion upon a subject he understood; but with respect to the subject under discussion he would very much rather remain a listener."

This, Mr. Speaker, was just a year ago, and notwithstanding the important positions which the hon. gentleman had held in the Island, he did not sufficiently understand the question to express an opinion upon it, and he said, with becoming modesty and reserve, that he would prefer to be a listener. To-day he is the raging lion from Prince Edward Island on the floor of this House. He says the Government should have done this work long ago, though according to his own statement he did not sufficiently understand the question one year ago to express an opinion upon it. This is of itself sufficient to exonerate the Government from all blame.

Mr. DAVIES. Read the whole of it.

Mr. HACKETT. Yes, I will read the whole of it, for the hon. gentleman's speech on that occasion was a very short one, a fact which I regret in the interests of his Province. He said:

"It certainly seems very advisable to have railways to the Capes, and money is no object nowadays.

"A VOICE—If that is the case, we had better have the tunnel at once.

"Mr. L. H. DAVIES thought, however, that there were some considerations in connection with the proposed improvement. If the Capes railways are constructed, shall we also have daily communication in summer, between Charlottetown and Pictou. Shall we have, what we greatly need, viz., better boats than those at present in use. Suppose the routes by way of Cape Traverse be adopted, what is to become of the other route? Are the statements of a correspondent of the *Examiner* of this evening true? To lengthen the distance to travel by the narrow gauge railway would be thought to be a mistake. He could not rid himself entirely of sectionalism, and he asked how will the proposed change affect the interests of Charlottetown?"

Here was the sectional feeling cropping up—how would it affect Georgetown or Charlottetown or Summerside?—and that feeling is one thing that has weakened and hampered the Prince Edward Island members in this Parliament. I am happy to say, however, that on the present occasion the people of the Island are united, and they say they want a strict fulfilment of the terms of Confederation. I have already said what I think the Government should do—that they should give the additional facilities for exporting the produce of the Island in the summer time. We should have a railway built to Cape Traverse. My hon. friend has advocated a point other than the county line as the place of junction, but for my part I think the county line would be the best in the interests of the Province. It is the shortest way between the two leading points of the Island; it shortens the mail route between them, and it is important to have the shortest possible route for the road. I wish to say that when we stand up in this House to look after the rights of our Province, we are not in the position of mendicants or supplicants looking for favors. I was astonished to read that in the Legislature of Quebec the other day, the leader of the Opposition speaking of the financial relations between the Island and the Dominion, said the Island had sought many favors from the Dominion, and was still clamoring for more. No statement could be further from the truth. We have not received any favors from the Dominion. We have confined ourselves strictly to the letter of the law; and this question of steam communication, winter and summer, has been neglected to the great injury of the Province. Our Province has a fertile soil, capable of yielding as much agricultural produce to the acre as any other in the Dominion; we have a good climate and an energetic, industrious and active people. All that we require in order to place these products in the markets of the neighboring Provinces, is this winter and summer communication; and I hope the Government, before any great length of time elapses, will place us in direct and continuous communication with the mainland and so render our people contented, prosperous and happy.

Mr. CASEY. I do not know that this question should invariably be treated as one of interest only to the people of Prince Edward Island, for I venture to say that it affects the people of the whole of Canada, though perhaps not to as large an extent as those of that particular Province. They have no market for their produce during the winter, but on the other hand we lose the benefit of selling to them, because an Island containing an industrious population of 120,000 must be of very great importance to us from a commercial point of view, and especially to the infant manufactures we are endeavoring to foster in every part of Canada. I have another reason for taking part in this debate besides the fact that the question concerns the whole of Canada as well as Prince Edward Island, and that is that a general political element has been imported into the discussion by some hon. members who have taken part in it. The hon. gentleman who has just spoken has attempted to cast a great deal of blame on the late Government because of the manner in which they dealt with the question. He says that they were experimenting with the people of Prince Edward Island, be-