

istered the Intercolonial Railway purely and solely for the benefit of the people who live along the line of the railway and for political purposes, giving them low rates; and I say that I am very glad that our hon. friends from Prince Edward Island have shown to-day that no such condition of affairs exists. They have proven that certain staple products of the western portion of Canada are hauled to the maritime provinces at low rates, the Intercolonial Railway thus serving the interchange of products between the different provinces at the extremes of the railway. But when some of our hon. friends speak in this way, they overlook the difference in the rates charged on long hauls and on short hauls. We have the same difference in various portions of the maritime provinces. The percentage charged on certain classifications of goods for hauling them fifty miles is very much higher than it is for hauling the same goods 200 or 300 miles. These differences are bound to exist.

Mr. A. A. LEFURGEY. How about the case I cited a short time ago, in which the rate for a long haul from Prince Edward Island to a few miles east of Toronto was four or five times the rate charged from Montreal to Halifax or Sydney, and that was a long haul rate? It does not work both ways apparently.

Mr. E. M. MACDONALD. My hon. friend has forgotten to take into consideration the fact that that freight had to be delivered in Montreal to some other railway, which, under the arbitrary division of freight earnings, no doubt made the extra charge. This question of freight earnings is one of the most complicated known in railway administration. I do not think our hon. friends will seriously assert that there is any intention on the part of the government or of the Railway Department to discriminate against the province of Prince Edward Island.

Mr. LEFURGEY. The proof of the pudding is in the eating.

Mr. E. M. MACDONALD. All over the maritime provinces we have the same condition in regard to freight charges on goods from points west of Montreal, with other railways sharing in the transportation. In regard to my hon. friend's motion for the change of name, there does not seem to be any particular objection to the Intercolonial Railway being called, as it should be, the Interprovincial Railway, except the fact that after some thirty years of operation, and after all the rolling stock has been provided, such a change would be attended with a great deal of expense and difficulty. That is a matter which should not be overlooked by any responsible department in considering the question. In this connection I want to refer to a remark made by my hon. friend from Kings (Mr. J. J.

Hughes) to the effect that the Railway Department had been criticised for charging the same rates on goods consigned to Prince Edward Island, whether they went via Pictou or Pointe du Chêne.

At six o'clock, House took recess.

After Recess.

The House resumed at eight o'clock.

Mr. E. M. MACDONALD. Referring to the second clause of my hon. friend's resolution, in which he proposes that the government system of railways should be considered as one entity in the keeping of accounts and all other respects, my hon. friend seemed to consider it a grievance that the same rates were charged on the Intercolonial Railway for goods going to Prince Edward Island via Pointe du Chêne as via Pictou, although Pictou was 100 miles or so further away from the point of shipment than Pointe du Chêne might be. I do not think my hon. friend had any good grounds for his argument. This arrangement as to similarity of charges between these two points was made purely on behalf of the people of Prince Edward Island. The whole of the eastern portion of that island, from Charlottetown to Souris, receive their freight by the Intercolonial Railway through the port of Pictou. If all these people, who import these goods, were compelled to pay an additional impost because of the extra mileage between Moncton and Pictou, that would only mean that the people of Prince Edward Island would have to pay so much more for their goods. But a great deal of my hon. friends' complaint would be relieved if they would join with me in urging on the Railway Department the necessity and advantage of treating the port of Pictou as entitled to the same low rates as are granted the ports of St. John and Halifax. Pictou is a point of distribution which covers the whole of the Gulf of St. Lawrence. Not only are there steamers from there plying to Charlottetown and Murray Harbour, which is an important point of the island, being the terminus of the new branch of railway constructed a few years ago, and in addition continuous steam communication with Georgetown, which is the capital of Kings county, and Souris, an important mercantile point on the extreme east of the island, but in addition it is a distributing point for the Magdalen islands and the greater portion of the eastern part of Cape Breton. Yet I was surprised to find, not long ago, when inquiring regarding certain products which came to Nova Scotia from the west, that the ports of St. John and Halifax were the only ones which received the advantage of what is called an export rate. If the port of Pictou were given the same favourable treatment