

than half the distance, it is 31 cents. Charlottetown to Sydney, still less than half the distance, it is 35 cents, while from other points on Prince Edward Island the rate to Halifax and Sydney is 37 cents and 38 cents respectively. If we take potatoes, the discrimination is still worse. We have seen that grain is carried from Montreal to Halifax for 32 cents. The rate on potatoes from Charlottetown to Montreal is 38 cents, and from other points on Prince Edward Island to Montreal the rate is 40 cents, and from Prince Edward Island to Sydney, 38 cents. It does not cost the railway any more to carry 100 pounds of potatoes than it does to carry 100 pounds of grain. Moreover, I always understood that railway freight rates were based, to some extent, on the value of the commodity carried; in which case potatoes should be carried cheaper than grain, but so far as Prince Edward Island is concerned, it is just the other way round.

The soil and climate of Prince Edward Island are admirably adapted for growing potatoes, and the farmers of that province are therefore much interested in their production; but it would seem as if the National Railways management wished to discourage such farming, because for every two bushels of potatoes grown, the railway gets five pecks for carrying them three hundred miles to market, and the farmer gets three pecks for preparing the soil, providing the seed, providing the fertilizer, planting, spraying, digging and marketing. Of course, the farmer who grows potatoes gets nothing at all for his labour. I am quite safe in saying that the farmers of Prince Edward Island do not get more than a dollar for a day's work of twelve to fourteen hours, while the coal miners and the railway men get from one to two dollars an hour for their work—and yet these men, or some of them, listen to labour agitators who tell them they are slaves, and that they should strike for higher wages and shorter hours.

Modern civilization has turned our economic system upside down. The basic industry of agriculture has a load that it cannot carry, and some of the young men on Prince Edward Island who understand farming will not take farms from their fathers as a gift, if they are obliged to live on them, and the young women will not marry young men who intend to follow farming as an occupation.

Lord Shaughnessy, the president of the Bank of Montreal, the president of the Bank of Commerce, and other men of large affairs in this Dominion, have said that a large immigration of agricultural workers would cure

or at least help to solve many of our difficulties. Perhaps they are right. But we are producing more food products now than we can readily market, and if we produce two or three times as much, would it help the situation? It appears to me that conditions are such that men of British descent and perhaps men of French descent in this country, if not the world over—it may not be peculiar to Canada—are leaving the land and flocking to the cities to take up industrial occupations and professional work. It might be that men from some of the countries in Europe who are accustomed to a lower standard of living would be satisfied if they came to Canada and went on the land. That might be a better arrangement. These are the men who, if they were satisfied with a lower standard of living than we are accustomed to, might make a success of farming. I do not know whether that was the idea of Lord Shaughnessy and the others who spoke of immigration as being a cure for our troubles. It is the trend, at all events, of the British people to flock to the cities. Whether other people will come on the land and take possession of it, I do not know; but in the long run the men who possess the land will own the country, for the cities cannot renew their own lives. In three generations they die if they are not renewed from the country, and if that is the tendency of people of British and of French descent in this country, then other people will come in and take our place.

There is another thing in connection with the railway service on Prince Edward Island which tends to make young men discontented with farm work, and so far as I can learn, it is not found in any other province of the Dominion. Eight hours constitute a day's work for a stationmaster. This regulation, or something like it, may perhaps be all right in large cities where there is heavy traffic and the men are kept on the jump, and where enough men are employed to make a shift; but in small villages and country places where only one man is employed, it is simply ridiculous. When the stationmaster goes on duty at seven o'clock in the morning, his day ends at three o'clock in the afternoon, after which the station and the freight shed are locked and no more business is transacted that day. Just imagine a man driving in some miles from the country to deliver or receive some freight and arriving ten or fifteen minutes late and finding all railway business suspended for the day. Again, imagine a trader or business man in the town or village who is loading or unloading cars having to quit work at three o'clock