

since it has been brought to their attention I understand that the officials who went to the Island are treating the Board of Trade and the other gentlemen who are pressing this matter in the province, with almost contempt. Resolutions were passed by the board of trade and were brought before these commissioners who went down there last summer, and notwithstanding the fact that there was a shorthand report of what was said at that meeting by the members of the board of trade and by the commissioners, still a contention exists as to what was said, and also as to what the resolutions were. But we have these resolutions here and they were read in the House not only by the member for Kings but by Mr. Martin, the member for Queens, and they were plain and distinct, and the government have received copies of these resolutions because it was directed that copies should be sent to the government. But in this case as in almost every other case that has come before them, the government are neglecting this question. I hope the present Minister of Railways will do his duty a little better than his predecessors did, and that he will at once take this matter into his consideration. I do not see the Minister of Marine and Fisheries in the House just now, but I know that when his deputy was down in Charlottetown a year ago with reference to this matter, he gave great promises that he would place the matter before the minister and before the government. But nothing has been done. The people of Prince Edward Island are under this great handicap which no free people should endure any longer. I think we have endured this grievance long enough, and it is high time that the Minister of Railways and Canals and the Minister of Marine and Fisheries and the government should give this matter their immediate attention. They are attending to the wants of the great west, they are looking after the building of the Transcontinental Railway, but they are neglecting the descendants of the men who settled in eastern Canada many years ago and hewed homes for themselves out of the forest, and they are sending every young man in the east who grows up to manhood away to gain his livelihood in the United States or in the great west where this government is spending millions and millions of dollars to develop. I say it and I say it advisedly that the east is neglected by this government. Not only is that the opinion of men who live in the east, but one of the ablest journalists in western Canada has endorsed that view, and has stated that the government is neglecting the wants and requirements of Eastern Canada. And when the people of Eastern Canada come here and ask the government plainly and distinctly to meet their wants, they are turned down and the transportation question in Prince Edward Island and the maritime provinces has no atten-

Mr. A. A. McLEAN.

tion paid to it by the government. So far as the proposal to change the name of the Intercolonial Railway is concerned, I have very little sympathy with it. I think the government can do this without changing the name. If it is not done in a very short time, the same feeling which exists in British Columbia to-day with reference to certain matters engaging the attention of this government may assert itself more forcibly than they think in the east.

Mr. E. M. MACDONALD (Pictou): Mr. Speaker, I have listened with a good deal of interest to our hon. friends from Prince Edward Island who have discussed the questions involved in this motion. While careful attention should be paid to the adjustment of rates on the Intercolonial Railway, our hon. friends seem to overlook the natural conditions arising from the fact that the province of Prince Edward Island is an island, and that its communication with the mainland must necessarily be maintained by water service, winter and summer, and as a consequence higher rates must be paid for transportation across the Northumberland Straits than are paid on the mainland. It is of very little advantage, in arguing this question, for our hon. friends to compare the rates charged from Montreal to St. John or Halifax, on all-rail routes, with the rates charged on transportation that involves, first a rail haul, then a steamer haul, not under the control of the Railway Department, and then another rail haul. I am glad to hear our hon. friends speak of the rates being somewhat high, because one of the theories sometimes put forward in this House in support of government operation of railways is that people get the advantage of low rates, particularly those who live along the line of the Intercolonial which is not enjoyed by people living along the lines of company railways. I ventured to make the statement in this House not long ago that usually a low rate was charged by the Intercolonial Railway on long hauls of certain staple products, while it did not give its patrons any advantage in regard to short hauls; and I pointed out that our hon. friends who live in the province of Ontario are sometimes inclined to argue that the government administration of the Intercolonial Railway is a poor one, because it is purely for the benefit of the people who live in the provinces through which the railway runs.

Mr. BLAIN. The Hon. Mr. Blair stated that the freight rates on the Intercolonial Railway were 50 per cent lower than those of any other railway in Canada.

Mr. E. M. MACDONALD. If Mr. Blair ever said that, my hon. friend and his friends on the other side of the House have frequently made the same statement. One of their arguments used in the province of Ontario is that this government has admin-