

### Prince Edward Island Railway, \$450,000.

(Hansard, March 29th, 1911.)

Mr. FRASER—I would like some information from the minister concerning this branch line from Harmsworth to Elmira, what is the amount of the contract, who are the contractors, and when they expect to finish this road? This is a branch line of about ten miles, and they have been at work on it for three years, and it is only half done yet. I would like to ask the minister when he expects this line will be finished and running?

Mr. GRAHAM—I am not surprised at my hon. friend's complaint about the slowness of the contractors. This contract was let to the Whitehead Brothers at schedule prices. As our department figured their schedule prices, they amounted to \$135,000, that was only for comparative purposes. Our estimates showed \$315,000. I think since the Whitehead Bros. started the contract their father died. The Whitehead Bros. took this contract and got into some difficulty. There were some claims made against them, and we held up their estimates until their claims were settled. But you can understand in what position the young contractors would be in. They have been very slow, but I think they have got things straightened out. It has been suggested to me that a stronger contractor is about to take hold and help them.

Mr. FRASER—What is his name?

Mr. GRAHAM—Kitchin. A good deal of the road is graded. The man who had the contract for building the station built it very rapidly—it is nearly completed. The grading is pretty well along. The rails have been ordered from the Intercolonial. We are selling them Canada Eastern rails, 56 lbs. to the yard. These rails will be shipped immediately to the branch line. They are second-hand rails, but in good condition, and were used on the Canada Eastern for heavy traffic. We are charging them \$27.50 per ton—\$32 is the price of new rails. We sell the old rails that are useable at \$27.50 a ton. We expect the road will be completed this year. The rails, I think, cost \$40,000. The total cost of the road as estimated by the engineer is \$315,000.

Mr. FRASER—How much has been spent on that road up to the present time?

Mr. GRAHAM—\$128,000.

Mr. FRASER—The minister says it will be completed this year. Does he mean before the end of 1911?

Mr. GRAHAM—The year I have reference to was during this season, that is before the winter sets in.

Mr. FRASER—The minister says the stations are all finished along the line. I do not think that is quite correct. For one of the stations a tender was accepted, but I do not think any work has been done on it, and that is the principal station on the road, at the terminus. I understand that the contractor has no intention of accepting the contract now.

Mr. GRAHAM—We have not heard anything in the department, I am sure. I was pointing out that a good deal of work had been done on the station buildings.

Mr. HUGHES—How many stations are there on this ten mile road?

Mr. GRAHAM—Three. The reason that I made the remark about the buildings is that the complaint is made that the stations are so far advanced and could be completed, but there was no railway for them.

Mr. FRASER—On one station no work has been done yet. Has the department paid for the stations as finished? They ought to know whether they are finished or not.

Mr. GRAHAM—We have paid accounts for buildings, I think, of about \$14,000 up to date.

Mr. FRASER—I do not know now whether the department is aware that one of the stations has not been touched yet.

Mr. GRAHAM—I will make inquiry, and will let my hon. friend know privately how they stand before I ask for supply again.

Mr. FRASER—As to the operation of this road, I wish to say that for the last few years it has not been giving the satisfaction to the public that it formerly did. Complaint is made of oversteering in the operation, and the trouble that the people have in getting redress of their grievances. I do not wish to find fault with the officers, but I believe if some of these things were brought to the attention of the minister they would be remedied. To the road running east from Charlottetown, there are two branches, to the town of Souris, 60 miles, and the other to Murray Harbor, a distance south of 46 miles. About the end of last December one train was taken off the Souris branch, and from that time and until now there has not been as good accommodation on the road as we had thirty years ago. All the freight and passengers have to go on one train a day from Charlottetown to Souris. Every second day they call it an express train for the carriage of passengers only. The next day it is an accommodation or mixed train. There is a certain timetable, but the freight is all left

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until the mixed is going through, and consequently the train comes in from an hour to two and a half hours late both ways. The road is not earning what it ought to because any one living within fifteen or twenty miles of Charlottetown will drive rather than use the railway because of the uncertainty of the train. I have gone to a station within seventeen miles of Charlottetown and have had to wait an hour and a half for the train. One could almost drive in that time. The same may be said of the Murray Harbor branch. During the winter, there is a great deal of traffic on these roads. I would suggest to the minister and his deputy, who I understand, is willing to listen to reason and do what is right for the people, that a freight train should be put on these roads every second day—run to Murray Harbor one day and to Souris the second day. This would keep the freight cleared up, and would allow the express to carry the passengers and mail on regular time. And there would be no great expenditure involved. There would be three freight trains a week to Souris and three to Murray Harbor. The effect would be to increase the revenue. Another thing in relation to this matter is one that I brought to the attention of the department when Mr. Butler was deputy minister. The road stopped running the one train right in the middle of the Christmas holidays, when students were travelling and the general movement of passengers was heavy. Many passengers went on return tickets, and one train being taken off before they returned, they had to be satisfied with the accommodation afforded them by one train. Mr. Butler said he would have the matter rectified, but, in the meantime, I did not bring the matter up again, because I thought it would be attended to. Last Christmas the very same thing happened. At the end of December, and in the middle of the holidays, this train was taken off. Had the train been run, let us say, until the 12th of January to accommodate the Christmas travelling—students home for the holidays and others—it would not have been so unreasonable. If the department can put this train on three days a week in each place, and occupy the time of the crew I do not think it would be very much extra expense, and it would give a great deal of satisfaction to the people. This matter has been brought before the superintendent time and again by different persons, but I regret he has not seen fit to make a recommendation to the department. There are several other complaints I might make against the superintendent, but I do not wish to find fault with him in his absence. I may state that the management of the road at present is not satisfactory to the people, and I think there are other members from the Island present tonight who can say the same thing.

Mr. GRAHAM—Some suggestion was made as to the autumn timetable, and the board has that under consideration. Mr. Campbell, the chairman of the board, drew attention to the matter yesterday, but I was very busy, and had not time to discuss it with him. We will take these representations of my hon. friend and see if we cannot work out something a little more satisfactory to the people of the Island. I may say to the House, and to the country, for that matter, that I have a great deal of sympathy with the situation of Prince Edward Island, and I never made any pretense to make the Prince Edward Island Railway pay. Last year the deficit was \$108,000 and this year it will be \$85,000. The conditions are such there that the railway cannot pay; but I, nevertheless, think it is the duty of the Dominion of Canada to give fair transportation for the products of the people of Prince Edward Island without regard to the fact that there must be an annual deficit in the operation of that road.

Mr. FRASER—Does the Act passed last year to provide for the adjudication of small claims against the government railways, include claims

arising on the Prince Edward Island Railway?

Mr. GRAHAM—Yes.

Mr. FRASER—During the last few years especially, the people have found a great deal of difficulty in getting these claims adjusted. I can tell the minister that in some places the railway fences have been allowed to tumble down, and animals have been killed, and the owners consider it waste of time and money to attempt to get compensation.

Mr. GRAHAM—That Act applies to the Prince Edward Island Railway, and the general Railway Act applying to other railways has been changed to apply to the Intercolonial Railway so far as damages are concerned. These small cases can be tried in the local courts of Prince Edward Island.

Mr. FRASER—The Act does not say the Prince Edward Island Railway.

Mr. GRAHAM—It is called the government railway.

Mr. FRASER—Yes, but it refers to the Intercolonial Railway, all through the Act, although it says "government owned railways."

Mr. GRAHAM—It is intended to apply to the Prince Edward Island Railway.

### Going to the Circus.

Sometimes a very serious event is the result of a joke or an insignificant affair, as will be seen from the little story which was related to the writer by the interested party, Mr. King.

Three young men, of whom Tom King was one, entered a restaurant for breakfast, on a Sunday morning. During the meal one of them asked what they would do that day. "Let us go to the circus," said one. "The circus," said another, "where is it? There is none in town." "I will steer you to one," said the first speaker, "if you will come." It was there and then agreed that all would go to the circus. More or less puzzled as to what the joke was, for such the two others took it to be, they waited for their companion and guide. He came to them shortly after ten o'clock saying, "Come on boys," and off they went, curious to see the result.

The three young men walked on down the street a few blocks till they came to a beautiful Catholic Church. "Here we are," said the guide, as he turned toward the door. They entered just as the altar boy was lighting the candles and as the grand pipe organ was sending out the first notes for high Mass. A few moments later some fifty acolytes followed sub-deacon and deacon and the celebrant, as it was Easter Sunday. The Mass was commenced, the singing was magnificent, the sermon was practical and well delivered, the pews were well filled, almost as many men as women and they were all attentive and devout.

The three young men had been shown to good seats by an usher and they conducted themselves as gentlemen. When they reached the street after Mass, the leader said: "Well, boys, what do you think of the circus?" "It was as good as a show," answered one, the other said nothing. On being questioned, he answered: "You fellows may talk as you like, but I say that was no show nor anything to be laughed at. I don't know what it means, but it means something and I am going to find out what it is." The others laughed at him a little and let it pass at that, as they were friends.

The next evening Tom King called on the Pastor of that church and related just what had happened. He said that he could not help but remark the number of men present and the attention and piety manifested by all. He knew nothing of the Catholic Church nor its ceremonies, but he had come to the conclusion that what he had seen the day before had some deep meaning and he would like to know what it was. He was interested and would like to learn what he could, not as a matter of idle curiosity, but for the sake of information. The good priest told him of the Mass and ceremonies connected with it in a few words, saying that the subject was too long and too important to be passed over slightly, and that it would take more time and attention than, perhaps, the young man would be inclined to give it. "But," said the Father, "if you care to read it up a little, here is a book that will give you the information that you desire," handing him a copy of The Faith of Our Fathers. "In the meantime, if you don't understand it clearly, come to me, at any time, ask any question you wish and I will answer to the best of my ability." The young man left after a few moments conversation, pleased with his visit. This was soon followed by several others of the same nature, till at the end of a few months the young man asked to be and was received into the Church.

He was a clerk in a grocery store owned by his brother-in-law. One Saturday morning, the eve of his reception into the Church, his brother-in-law said to him:—"You do not work in this store after tonight." Tom was somewhat surprised and asked the reason of his dismissal. He was told that, as he was to become a Catholic the next day, he could not rob the till and cheat his employer in many ways and all he would have to do would be to tell the priest, give him some money and the sin would be forgiven. Mr. King heard

came indignant, told the man he did not know what he was talking about and left the store at once, said that he was at that moment just as much a Catholic as he would be the next day and that he would not work another hour under a suspicion of any kind.

He went out and down the street wondering where he could find another position, when he met the very friend who had made the proposition to go the circus that Sunday morning and told him all that had happened and "Now," said he, "I am looking for a job for going to the circus. His friend grasped him by the hand saying, "A fellow who will do as you are doing, Tom, is honest and has the right kind of grit. Come with me," and he led him off and placed him behind the counter in his own store, which he had opened recently.

Mr. King continued to live and practice the religion he had embraced from conviction and for two years neither his sister nor her husband spoke to him, nor even met him on the street, if they saw him coming in time to avoid him. But at the end of about that time they were very glad to swallow their pride and go to him for help. The brother-in-law failed in business and lost all that he had, while Mr. King saved some money, which he had invested in a cottage. Learning that his sister was in need and without a home, he offered her the free use of his house where he went to board with her, and she and her husband had an opportunity to learn that Catholics are not so bad after all. —The B. C. Orphan's Friend.

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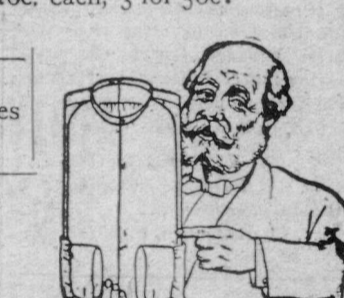
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