

certain other gentlemen, visited Prince Edward Island, and when they went to meet the board of trade and other business men in the city of Charlottetown, they promised that the matter would receive the immediate attention of the government. But nothing has been done. I want to direct the attention of the Minister of Railways and Canals to an answer which was given to me by himself a few days ago in this House, and I would ask him to compare the rates for transportation in force on the rest of the Intercolonial Railway, because I take it that the Prince Edward Island Railway is still a part of the Intercolonial Railway, with those charged on freight shipped from Prince Edward Island. A return was brought down a few days ago showing that it costs 11 cents to take 100 pounds of freight from Charlottetown to Pictou, and in the summer time it costs from Halifax to Pictou 20 cents. But when the summer boats went off the Intercolonial Railway increased the tariff to 24 cents per 100 pounds. Why is this? Why are the people of Prince Edward Island asked to pay 4 cents per 100 pounds more in the winter than in the summer? To-day if you wish to take 100 pounds of freight from Charlottetown to Halifax, you pay 35 cents for it when you can ship from Montreal to St. John 100 pounds for 9 cents.

Just imagine that it costs for less than 120 miles from Charlottetown to Halifax 35 cents per 100 pounds and for the 735 miles from Montreal to St. John it costs only 9 cents per 100 pounds. Here is a matter which the Minister of Railways, although he is new to his office, should take under his immediate consideration. According to this return which the minister brought down the first class summer and winter rate from Truro to Pictou is 16 cents and Truro is distant about 50 miles from Pictou and about 100 miles from Charlottetown. But for the distance between Truro and Charlottetown you pay 27 cents per 100 pounds. Then, from Amherst the rate is the same both summer and winter. In summer the business for the Island via Moncton goes entirely by way of Pointe du Chêne and when the Pointe du Chêne route is closed it goes by Pictou. The summer rate from Moncton to Charlottetown by way of Pointe du Chêne is 32 cents, and the rate from Moncton to Charlottetown by way of Pictou in the winter time, 197 miles, is enormously high. When navigation closes at Pointe du Chêne the cost by way of Georgetown is 52 cents per 100 pounds to Charlottetown. Just imagine at this date in the history of transportation paying 52 cents for 100 pounds of freight from Moncton to Charlottetown when you can bring that same 100 pounds of freight from Montreal to Sydney, a distance of 977 miles for 16½ cents. Is that a condition of affairs which should exist? Is it any wonder that the population of the maritime provinces is being depleted? Is it any

wonder that our population is leaving us when the greater portion almost, of the profit which the farmers of Prince Edward Island should have in their pockets for their products, goes either into the government railways or the government steamboats. This resolution states that the government transportation system down there should be under the control of one department. To-day it is under the control jointly of the Department of Marine and Fisheries and the Department of Railways, but would it make any difference who controls it when they charge 41 cents for 100 pounds of freight for 147 miles from Moncton to Pictou and 11 cents from Pictou to Charlottetown, making 52 cents in all? Is there any use in changing the name of the Intercolonial if these rates are allowed to continue in force? What benefit would it be to the people to change the name and still charge these high rates? There is not the slightest doubt that the Intercolonial is to-day charging more for freight that goes to Prince Edward Island, than any other railway in Canada. You can take goods for almost one-fourth less from Montreal to Sydney over the Canadian Pacific Railway than you can take them from Moncton, N.B., to Charlottetown, P.E.I. Here is a matter which should receive the immediate attention of the government. The hon. gentleman who introduced the resolution states that the government system of railways should be considered as one entity in the keeping of accounts and all other respects. He does not say what the 'all other respects' are. Perhaps it might be beneficial to the government of Canada to have the railway under one system for the keeping of accounts, but what benefit would that be to the people of the province which the hon. gentleman (Mr. Hughes) represents? In my opinion there is only one way in which this grievance can be remedied and that is by the government giving their immediate attention to the building of a tunnel between Cape Tormentine, N.B., and Cape Traverse, P.E.I. Then we would have the fulfilment of the terms of the union and we would have one continuous haul, one entity as the member for Kings calls it. We would then have one railway, and you may call it the Interprovincial or the Intercolonial, or anything you like so long as the people of my province receive fair treatment at the hands of the government of Canada. We may be told now that the tunnel question has been brought up here from time to time for a number of years and that justice was not done by previous governments, but the time has come now to do something. If the people did not press for a settlement of this grievance long ago it was their own fault, and as a matter of fact the question of excessive freight rates has never been prominently brought before the government until within the last three or four years. And