

anxious, in the interests of the people of Prince Edward Island, and for the character of Mr. Boyd, who always stood high in their opinion until this report of Mr. Swinyard was laid before Parliament, that the Government should furnish the report made by Mr. Shanly.

Hon. Mr. LETELLIER DE ST. JUST—There is no objection to submitting the report, but I don't believe it will give any light as to the construction of the road, the contract was given in such a peculiar way. Mr. Swinyard was sent to examine the work, and later Mr. Shanly was sent. I am not quite sure that we have his report in our hands, but if it is the hon. gentleman will have all the information we possess. I wish, in giving the report, we could make the road straighter than it is, for the engineer seems to have laid it out in a very crooked manner.

Hon. Mr. HAVILAND—That was not the fault of the engineer, but the fault of the various Governments who required the road to tap certain points.

Hon. Mr. PENNY—He was bound to see that the road should go over certain points.

Hon. Mr. ALEXANDER—I hope the hon. gentlemen who so ably represent the interests of Prince Edward Island in this House will not attribute the remarks which I am about to make on this subject to any feelings of hostility towards that Province. I beg to assure them, in common with all other members of this House, I have a warm interest in the welfare of the smaller Provinces, but I consider it my duty never to lose an opportunity to advert to that ruinous and unfortunate feature in the policy of the Government in constructing and operating railways as Government works. I have upon former occasions dwelt upon that subject, and it is our duty to do so upon every occasion, because we find that the Government are not only operating those roads which have already become the property of the Dominion, but they are further proceeding to construct other railways and operate them as Government works. With regard to the Prince Edward Island Railway, we all know very well the contract we entered into was to construct that road as the property of the Dominion, and we are bound to complete it. The \$200,000 which the Government have placed in the estimates this year, we trust, is only to be considered as part of the construction. The operating of railways by Government, contrasted with the experience of operating railways

by private companies, proves that it is a fatal policy on the part of the Government. We find in the estimates this year the item, "Prince Edward Island Railway, \$200,000;" last year "for the Intercolonial Railway, \$1,588,000," and in the estimates of this year, "Intercolonial Railway, \$1,600,000." We all know that from that amount there has to be deducted the revenue arising from the working of the road, which we find in the Public Accounts. Whatever difficulty there may be in getting a private company to undertake the working of the Intercolonial Railway, there can be none in getting a company to operate the Prince Edward Island road, which runs through a fertile and well settled country. It might be transferred to the Local Government of the Island, or to a private company, who could manage it so as to produce a certain revenue. Whatever chances there may be of a private company operating the road at a profit, there is no chance of it being run at a profit by the Government. I must here protest against the Government entering upon the construction of portions of the Canadian Pacific Railway as Government railways, where no effort has been put forward by them to have these railways constructed on the safer principle of private companies. Who will say that with subsidies of land and money and the additional guarantee of 4 per cent. upon a given amount per mile, we cannot induce private chartered companies to undertake every railway that ought to be constructed without subjecting the country to annual large deficits arising from inefficient management.

Hon. Mr. WARK—The hon. gentleman who has just sat down has the faculty of looking at effects far away from home, but he forgets there is an enormous expenditure of public money going on in Ontario for canals, which were operated as public works by the Government before Confederation and since we came here. If he looks into the estimates, he will find a large amount for the enlargement of the canals of Ontario. We don't object to it, as we believe that it is in the public interest that these canals should be improved, in order to attract the trade of the Great West into its proper channel—to the ocean by the St. Lawrence. I hope the hon. gentleman will get into the habit of looking a little nearer home at these public expenditures. I thought we were going to have the battle of the gauges over again, but I am happy to see we