

at page P—20 of the Auditor General's Report. The total expenditure for the year ending 31st March, 1907, is \$60,118.90. Of this \$52,483.90 was taken from the vote for Dominion steamers, \$2,635 from the vote for winter mail service and \$5,000 from the vote for construction of lights. It is fair to deduct from that the expenditure, which is detailed there, amounting to \$5,939.66.

Mr. A. A. McLEAN (Queen's). Does the minister deduct from that the expenditure for the Governor General's tour?

Mr. BRODEUR. That is what I am deducting. This leaves a balance to be charged to the winter service of a little over \$54,000. For the 'Stanley' the expenditure is to be found at page P—27. This amounts to \$45,504, making a total of \$100,000 outside of the expenditure made for the Governor General's tour. These are the figures which have been given by my colleague, the Minister of Railways and Canals. The receipts are to be found at page 201: the 'Minto' gave a revenue of \$9,075.23 and the 'Stanley' \$7,793.65, making a total of nearly \$17,000. So that the figures given by the Minister of Railways and Canals are absolutely correct.

Mr. A. A. McLEAN (Queens). Do you not credit something for the use of the steamers in the summer season by the government of Canada?

Mr. BRODEUR. The service that is rendered by the 'Minto' during the summer is detailed under the Governor General's tour.

Mr. A. A. McLEAN (Queen's). The 'Stanley' was engaged in that work too.

Mr. BRODEUR. I do not remember that the 'Stanley' was so engaged; I think she was undergoing repairs, though I may be mistaken in that. There is no doubt that the amount expended on the winter service is far in excess of the amount of the receipts. It is suggested by my hon. friend that the government should also take the summer service. I cannot accede to that proposition, because I think the service now given by the company engaged in it is giving general satisfaction. Moreover, the government is so often criticised for the winter service that I am afraid we could not give as good a service as that given by the company. It is well known that public utilities are better administered by private companies than by governments. It is suggested by my hon. friend from Prince that we should adopt a different policy with regard to the use of these boats. The principle adopted by the department is this: When the summer service of the private company is ended, it is taken up by the government between Charlottetown and Pictou. The hon. gentleman (Mr. Lefurgey) proposes that the boats shall go first to Summerside, then to Char-

Mr. BRODEUR.

lottetown and then to Georgetown. I am not in favour of changing ports so often; I think it is in the interest of the island that the service should be as much as possible concentrated at one place. Summerside is not so central as Charlottetown, and I think it is in the interest of the whole island for the boats to begin running from Charlottetown to Pictou, and that any change should be made on the advice of the captains, who are very efficient and cautious men, and whose judgment in that respect can be relied upon. I know that they have sometimes been accused of not being as bold as they should be; but it must be borne in mind that they have to assume a serious responsibility, and so far they have not got their vessels into any serious difficulty. Instead of condemning their action, I think we should commend it. It is the policy of the department, in all cases, so far as a change of route is concerned, to base our action on the advice of the captains; and in that respect I am sure that we shall be sustained by the public opinion of the island. But the idea of changing about—one day at one place and another day at another—is not a practical one, and I do not at all agree with my hon. friend from Prince. I do not want to offer any more criticisms on the proposition which has been made. As far as the Department of Marine and Fisheries is concerned, we have given this year a very good service, and it is our intention to have an ice breaker built which will be strong enough to cope with the situation.

Mr. J. J. HUGHES. The discussion on the resolution I have submitted has taken a wider range than I expected, most of which had reference to the transportation question, and I am very pleased that it has taken such a range. As I had to leave the chamber shortly after the close of my remarks, I regret that I had not the advantage of hearing what fell from the hon. the senior member for Queens (Mr. Martin) and the junior member for that county (Mr. A. A. McLean). I heard, however, all that my hon. friend from Prince (Mr. Lefurgey) said. It is much to be regretted that our friends from the island do not seem able to discuss any question affecting it except from a partisan standpoint. I am sorry they cannot discuss such matters as they are debated by our friends from the other provinces. If they would, much better results would be obtained than by this proceeding of bringing up party politics on every possible occasion. My hon. friend the senior member from Queens (Mr. Martin) was a little facetious regarding my remarks. He did not see how a change of name could reduce the freight rates. In that I agree with him, but I suggested nothing of the kind. My hon. friend from Prince said that this resolution was not original on my part. Well, I did not claim it was. I dare say that Columbus when he started out