

surplus of \$32,000,000, claimed at their last meeting, that they had not made sufficient to reimburse them reasonably for their expenditures on the roads which they operate. It may be that they have not reached a high rate in the dividends which are earned to-day. Meanwhile, in the interest of the Canadian National Railway Commission, as well as in the interest of the other roads which are working, I know, under great difficulties in view of the high cost of materials as well as the high cost of living, I would not object to a certain increase in the passenger rates. I would make a distinction between the first-class and second-class passenger rates. The traveller who uses the first-class, the Pullman car, the compartment car or the parlour car, does so for his own comfort and he is well able to pay the extra cost. I would suggest an increase of from ten to fifteen per cent in these passenger rates, and I would keep the second-class passenger rate the same as it is to-day, or increase it very little. In almost every case the passenger who uses the second-class car uses it because he cannot afford the comfort which the other cars would give him. He travels very often to seek a position in some other place where he has no certainty of being able to secure it. Or, a poor family travels to see other members of the same family in sickness or under other circumstances of a similar character and therefore we should not increase the second-class passenger rates, or if we do increase them it should be very little. Increase the rate as much as you like for the other cars where there is more luxury and comfort enjoyed by those who travel in them.

These are the few remarks that I intended to make to the Minister of Railways and Canals and I hope he will take them into consideration. They are offered from a sincere sense of public duty not only in the interest of my constituents and the Maritime Provinces but in the general interest of Canada. I believe that what I have suggested is bound to enure to the general advantage of the country at large.

There is another question more familiar to me and to the Minister of Railways and Canals that I may discuss with him. Still I will give him another chance, but if he has not done what I expect him to do I will again get on my feet in a few days when his Supplementary Estimates come down, because I can stand on my feet as long as he can sit in his seat.

[Mr. Turgeon.]

Mr. McISAAC: Mr. Chairman, I desire to take advantage of this item of expenditure to make some remarks relative to railway transportation in the province from which I come. I trust hon. members will not consider this subject of railway transportation in Prince Edward Island as simply a "hardy annual" that comes up each session. It is a question of the greatest possible importance to the people of that province and I sincerely trust that I shall be able to prove to this committee that the matters to which I wish to address myself are of sufficient importance to engage the most serious consideration of the minister. I feel quite satisfied that the minister is fully seized of the importance of the transportation question in our province. The remarks which I am about to make are not for the purpose of finding fault with the Government for not having done as much as it might have done; but simply to express my desire, and the ardent wish and conviction of the people whom I represent, that the good work so well commenced by the Government and the Minister of Railways and Canals shall be continued to completion at as early a date as possible.

There are two questions to which I wish to address myself. In the first place, there is the matter of the car ferry. While I am on that point, let me say that the service rendered by the car ferry at the present time across the straits of Northumberland between Prince Edward Island and the mainland is a splendid advance in the evolution of transportation in connection with Prince Edward Island. It is as a matter of fact a solution of the difficulty under which we have laboured in consequence of being an island and it is hoped that an auxiliary to the car ferry may be placed there as soon as such can be provided. I wish simply to make that statement now, and before I conclude I shall give reasons therefor and will develop this particular point so that I may be fully understood and that the minister may be aware of the position I take in reference to this matter.

The second question to which I wish to refer is one which is complementary to the car ferry service; and that is the completion of the standardization of the Prince Edward Island railway. A very good beginning has been made in that regard and the sections of the railway connecting Charlottetown, Summerside and Borden have been completed. What we want is a