

province, including the municipalities, because in some provinces the municipalities have contributed as well as the provincial government, and in order to make this statement as fair as possible, I have included in it the amount spent by the municipalities, as well as by the local governments, and I deduct the loans made, because I presume the loans are good and the interest and capital will be finally paid. The table I am about to read gives the amount contributed by each province, including the municipalities :

Ontario	\$17,470,181
Quebec	14,615,233
New Brunswick.....	4,989,800
Nova Scotia.....	2,306,601
Manitoba	1,336,278
North-west Territories.....
British Columbia.....	75,000
Prince Edward Island.....	3,150,000

It follows, therefore, that the different provinces have contributed, through their provincial governments and municipalities, the following sums per mile for railways, wholly within each of them :—

Province.	Miles of Railway.	Con-tributed Per Mile.
Ontario	6,403	\$ 2,725
Quebec	3,139	4,656
New Brunswick.....	1,404	3,555
Nova Scotia.....	891	2,590
Manitoba	1,472	900
British Columbia.....	890	93
North-west Territories.....	1,772
Prince Edward Island.....	211	15,400

Thus, Prince Edward Island has paid at the rate of \$15,400 for every mile of railway she has, and the next largest amount paid is that paid by the province of Quebec, \$4,656 per mile. Ontario has only paid \$2,725 per mile, and New Brunswick, \$3,555 per mile.

Railway building has, therefore, been a very expensive business for Prince Edward Island especially. That province has only 211 miles of railway, which have cost it \$15,400 per mile, while the other provinces have a larger number of miles per capita and these have not cost them anything like that amount. Ontario contributed out of its provincial resources, per mile, only one-fifth as much as Prince Edward Island, Quebec only one-third as much, New Brunswick only one-fourth as much, and Nova Scotia about one-fifth or one-sixth as much. That statement shows, on the face of it, that little Prince Edward Island has been more than abreast of the whole Dominion in the way of railway enterprise. While the other provinces have not contributed over \$4,000 each, and some only \$2,000 and others \$3,000 per mile for the railways built within their limits, the little island of Prince Edward has loaded herself down with a debt of \$15,400 for every mile of railway we have to-day, with the exception of some eleven miles, which were built by the Dominion Government in order to make some show of carrying out the terms of the union as re-

gards communication with the mainland. It will not be difficult to understand that where the provinces paid the least, the Dominion Government has paid the most, and vice versa. In Prince Edward Island, for instance, where the provincial government has paid largely, the Dominion Government has only paid a little, while in British Columbia and the North-west Territories and in fact all the rest of the provinces except Prince Edward Island, where little has been spent by these provinces themselves, large sums have been paid by the Dominion Government. And these eleven miles of railway to which I have alluded have no commercial value at all, but are there merely under the terms of the union, for the purpose of making some pretense of supplying winter and summer communication with the mainland.

On this matter I wish to make a further statement, and that is, that while the facts are as I have stated with regard to railway expenditure in the province of Prince Edward Island, any one taking up the blue-books of this Dominion and reading them would be led to believe that that province has never spent a cent for railway construction. Let me first refer to the Year-Book of the fiscal year of 1895, page 645, and in doing so I wish to state, in justice to the compiler of the statistical Year-Book, that he is not responsible for the statements therein, as he has compiled them from other blue-books of the Government—from the Railways and Canals Reports and other Government reports. What do we find in this book? We find, on page 645, the expenses paid by the Dominion Government and by the provinces for railways in this Dominion, as follows, up to June 30th, 1895 :

Sir CHARLES TUPPER. I would suggest to my hon. friend that perhaps it would be well to move the adjournment. It is quite evident he will not get through before six o'clock, and by moving the adjournment he could go on and finish his very interesting argument when the House meets again.

Mr. MACDONALD (P.E.I.) moved the adjournment of the debate.

Mr. DAVIN. It is understood, of course, that my hon. friend will go on with his speech when the debate re-opens.

Mr. SPEAKER. That is the understanding.

Motion agreed to, and debate adjourned.

RETURNS ORDERED.

Copies of all correspondence with the Government of Prince Edward Island, not already brought down, respecting the claims of said government on the Federal Government.—(Mr. MacDonald, King's.)

Copies of all letters, papers, correspondence, petitions, &c., relating to the dismissal of J. Albert Verge, fishery officer for the River Restigouche and its tributaries and the waters of the