

get into office than they allowed the poor old animal to go and graze for itself. They did not need him any longer, they allowed him to die, and to-day we do not hear a word from them about reciprocity with the United States. The Government and their supporters do not tell us that they are going to open up negotiations with the United States. Every one in this House knows well that the United States are prepared to-day to entertain an offer from Canada of reciprocity upon certain lines. The idea of asking the United States to reciprocate in trade relations with Canada, on the same basis as the treaty of 1854, is preposterous. We know very well that that would be a one-sided policy. The American people have told us: you want to open a trade with the United States for your products, but we cannot reciprocate; you do not want the corresponding article. Admit, however, a certain line of manufactured articles as mentioned in the schedule, and we are prepared to meet you. These manufactured articles the present Government would not admit duty free. Why? Because it would starve the monopolists, because it would destroy the opportunity of obtaining money for elections. We know very well that the manufacturers, the monopolists, are to-day the masters. We know that last year, when the Minister of Finance was introducing his tariff, which was certainly an amelioration upon the old one, the very next day we found these corridors thronged with delegations waiting upon him in order to urge him to reconsider the tariff. In fact he had to reconsider it. He called them clerical errors, but the clerical errors all turned out to be in favour of the monopolists and the manufacturers and against the consumer, which goes to show that the manufacturers are the masters of the Government, and that the Government are not at liberty to act in the manner which they know would be for the welfare of the people. Now, millions have been spent in the North-west, and millions are still being spent on different parts of Canada. We find railways subsidized here and there, and canals being built, such as the Tay Canal and the Curran Bridge, and we find money spent by the millions everywhere except in the lower provinces. Look at Prince Edward Island. About \$150,000,000 have been expended on public works in Canada since 1873, the year that Prince Edward Island entered confederation, and show me how much of that has been expended in Prince Edward Island. Why, the fortieth part of that is the legitimate share which the people of the island have to pay; and if our net debt is \$250,000,000, at least, representing \$50 per head, man, woman and child, make up the interest at 4 per cent, and you will see what the people of the island have to pay. And yet, they are refused even a special train from Summerside to Tignish. When the Govern-

Mr. PERRY.

ment were asked to build up a branch railway they are refused. I do not believe they have been asked; I believe that the hon. member for King's County (Mr. Macdonald) is too much afraid of the Government to ask them for a cent. I believe he insinuated in the King's County that the Government would build it if only he were elected, and if the people would only elect Mr. Martin against Mr. Welsh and Dr. Jenkins against the senior member for King's County. But when these gentlemen came here, they had not firmness enough to tell the Government that they must build it. Having expended so much money in other parts of Canada—the money of Prince Edward Island as well—is it not time for the Government to think of doing justice to the people of the island. It is now ten years since the agitation began for the building of the tunnel. We know that it has done service in two elections, and the Government expect it will do service at one more. However, I doubt that very much. I have been told to-day that the Government have made up their minds to give up the idea of building the tunnel. I would like to know if that is the case. I am told they have also given up the idea of subsidizing the ferry, and also that they are going to enter into a contract with a certain gentleman to open up a ferry in the winter between Cape Traverse and Tormentine. Is that the case? We were told about a month ago by the Minister of Finance that it was intended to bore holes again this summer across the strait. The weather was so stormy in 1893-94 that they could not bore one hole, and if we can judge of the coming summer by the weather now, I am afraid it will be so stormy that they will not have the opportunity afforded of boring even one hole. But if they are determined to give up the building of the tunnel, I ask these gentlemen to resign and pay the island \$150,000 or \$200,000 per year for the number of years during which they have failed to carry out the sacred terms of confederation. It is time that the Government should begin to pay its debts. I saw the other day in a paper published in Toronto, the "Mail and Empire," in which it was stated that unless the tunnel were built, the people of the island were going to rebel. I deny that I ever made such a statement. I said that the people of the island were badly used and robbed of their rights, and that the Government had better not push them too far—that they were independent, that although small they were a strong, intelligent people, and just as worthy of an expenditure as the people of British Columbia. And I think they were as worthy of having a few thousand dollars spent there as the people of British Columbia were. I repudiate and deny the statement that this was said merely for an election dodge. Why, Sir, this was sent out broadcast. I do not know