

Mr. FOSTER. Three have been erected.

Mr. ELLIS. By whom were they built?

Mr. FOSTER. Carrier & Lane built two, and Fleming & St. John built another.

Mr. ELLIS. I trust that the First Minister, who has charge of railway matters now, will be able to give the subject some attention himself. I am satisfied that he feels enough interest in the city of St. John to do what he can to promote its welfare. If he were in contact with the people for three or four days, he would find that a large amount of dissatisfaction exists, not only among opponents of the Government, but among all who are desirous that the trade of the city should be increased, and they find the condition of the railway a stumbling block in the way of the carrying trade.

Extension along city front at St. John, upon condition that the city provide the right of way and other necessary lands, free of charge, and assume all liability for claims for damage by reason of the track running along the street, both as regards damage to property or person or otherwise..... \$17,000

Sir JOHN A. MACDONALD. These conditions seemed hard and fast, and it is thought expedient to alter them, as reference would have to be made to Parliament before any portion of the money could be expended. So I would suggest that it should read thus:

"Extension along city front at St. John, subject to such terms and conditions as the Governor in Council may authorize and impose."

Mr. DAVIES (P. E. I.) I would ask the hon. gentleman whether it is not his intention to insert some amount for a similar purpose at Charlottetown. He was waited on by a deputation from the Board of Trade, who asked the Government to extend the railway along the wharves at Charlottetown, and he said he would take the matter into consideration; but I see nothing in the Estimates for the Prince Edward Island Railway at all. I know that the line has been extended as far as the Steam Navigation Company's wharf, and the Government have already expropriated the lands.

Sir JOHN A. MACDONALD. Representations have been made on that subject. It is under consideration, and I have no doubt the hon. gentleman will see, when the Supplementary Estimates for next year are brought down, whether Charlottetown is not taken care of.

Increased accommodation at St. John\$25,000

Mr. ELLIS. Would the Finance Minister be good enough to tell us what this is for?

Mr. FOSTER. The object is to purchase a piece of land at the Mill street entrance to the St. John station yard, to give increased yard accommodation.

Mr. ELLIS. The hon. Minister of Finance, in his Budget speech, quoted a great deal from the report of the Labor Commission, but we have not yet had that document before the Committee. I recollect that, in the evidence taken, it was shown that a great many employes of the railway got something like \$1.50 a day, and have to work something like sixteen or eighteen hours a day. I would be glad, notwithstanding the expense of the road, if something could be taken from the salaries of the higher officials and added to the pay of these men. A good many of them live in King's and some of them live out of the town a little. There is certainly ground of complaint among the employes that they are not sufficiently paid. I do not know if the increased accommodation which my hon. colleague referred to, will afford to the St. John hackmen any relief. The railway broke faith, and that was the worst feature of the whole affair. These hackmen went upon a strike, and did not go to the station for about a week, which caused a great

Mr. ELLIS.

deal of inconvenience to travellers. The agent of the road, Mr. Wallace, came to St. John and made them a promise, and when Mr. Schreiber was called upon to fulfil the promise, he wrote an impertinent letter to the mayor. I think some accommodation should be afforded to these men. They only want a little shelter, and I think it should be given them.

Sir JOHN A. MACDONALD. We will see about it.

Mr. CAMPBELL. There is another matter to which I should like to call the attention of the House. I had occasion to call attention to it last year slightly. I refer to the rates on the Intercolonial Railway for carrying flour. We, of course, all want to see the Intercolonial Railway pay. It has cost a large amount of money, and the deficit now amounts to a very large sum, and if we can suggest any way by which the deficit can be decreased it is only right that we should do so. About 100,000 barrels of flour go into Prince Edward Island every year, and nearly every barrel goes from western Ontario down to Charlottetown and Summerside *via* Boston, and I believe if proper arrangements were made all that flour would be sent down to Charlottetown and Summerside by the Intercolonial Railway. The rate from Chatham, Ontario, to Halifax all last summer, and nearly the whole of this winter, was a net rate of 48 cents per barrel. Now the rate to Point Duchesne and to Pictou Landing was 58 cents a barrel, with an additional 7 cents to take it over. That made 65 cents a barrel to Charlottetown, or about 15 cents a barrel higher than the rate *via* Boston. The point I wish to make is this: If the same rate were applied to Pictou Landing that is given to Halifax, *viz.*, 48 cents per barrel, and then if the flour were brought over for 5 cents, making 53 cents against 50 cents *via* Boston, that would ensure nearly every barrel going over the Intercolonial. If you can carry flour to Halifax for 48 cents, there is no reason why you cannot carry it to Point Duchesne or Pictou Landing at the same rate, and you have the steamers running from those points to Charlottetown and Summerside. It would be better for these steamers to carry the flour at 5 cents a barrel and give employment to our own men rather than have our steamers empty and receive the flour by Boston. Now, every Saturday, can be seen steamers leaving Boston loaded down with Canadian flour going into Prince Edward Island. It would be a good thing if the system I recommend were inaugurated and the country receive the benefit of the freight which would amount to 800 cars annually. There is another thing which I think very unfair. The rate from Chatham to Dalhousie, Campbellton, and Newcastle, New Brunswick, is 75 cents per barrel; to Moncton and St. John it is 58 cents, and to Oxford Amherst, Shubenacadie and Stellarton the rate is 75 cents; while to Halifax the rate is down to 48 cents. Surely, if you can carry flour to Halifax at 48 cents a barrel you ought not to charge on 300 miles of a shorter haul 75 cents. I admit it is necessary to have a low rate to Halifax and St. John, in order to compete with the Boston route, but the rates charged to these inland points seem altogether too high. If you can carry at a profit, as I suppose you can, to Halifax, for 48 cents, there is no reason why you should charge the miners in the coal mines and the fishermen around the Baie des Chaleurs 27 cents a barrel more than you charge to Halifax. The differences are altogether too great. I hope the hon. the Minister will see the desirability of adopting such rates as will ensure the transport of flour required for Prince Edward Island over our own transcontinental line, and I have no doubt an arrangement can be made which will ensure this traffic to our own line.

Mr. WELDON (St. John). I see in the Auditor General's Report an entry of "Chapman Estate, land expropriated, \$240,000." Where is that?