

From Montreal to Sydney, 16½ cents per 100 pounds; distance, 977 miles.

Regulation rates on grain in carloads from Tignish to St. John, 26 cents per 100 pounds; distance, 428 miles.

From Tignish to Halifax, 23 cents per 100 pounds; distance, 309 miles.

From Tignish to Sydney, 26 per 100 pounds; distance, 380 miles.

And whereas, the province of Prince Edward Island, being a part of the Dominion of Canada, has to contribute its full share of the cost of maintenance of all government-owned and subsidized railways and steamers, should, therefore, be entitled to equal privileges, mile per mile, with the upper provinces, over all such railways and steamers, due allowance being made for extra handling of freight from cars to and from steamers;

Resolved, that in the opinion of this board, the government be and is hereby requested to so equalize the three short-hauls system of transportation of Prince Edward Island with the continuous haul of the other provinces, with which it is in competition;

And further resolved, that Prince Edward Island be placed on the same basis as to import and export rates to and from ports outside of Canada as are accorded to the other provinces of the Dominion.

That is all we ask for, Mr. Speaker, and what we ask for appears to us to be a fair deal, and it appears to the businessmen of the maritime provinces to be a fair deal. I do not think it is too much to ask. I do not know why the Intercolonial should not maintain the ferries and these highways. Perhaps there would be a deficit. The earnings might not be so great as they are now if the rates were reduced; and again they might be, because in all probability a greater amount of freight would go over the Island Railway and over the Intercolonial. But even if there were not a greater amount of freight, I do not think we should be placed at a disadvantage. Cape Breton is an island also, and it has exactly the same rates, mile for mile, as they have on the mainland. Of course the straits of Canso are not as wide as the straits of Northumberland, but I presume that should not make any difference. But if it does, I find that the island of Vancouver, separated from the mainland by the gulf of Georgia, is placed on exactly the same footing as the mainland in regard to transportation rates, and that is done by the Canadian Pacific Railway, said to be a soulless corporation. It is said that corporations are not doing business for fun, so it must appear to them to be fair, and I suppose they do it from a business point of view. Now if the Canadian Pacific Railway Company gives people living on the island of Vancouver the same passenger and freight rates as they do to people on the mainland east of the Rocky Mountains, as far east as Winnipeg at all events, I can see no good reason why the government operating a transportation line on Prince Edward Island and on the mainland, should not place Prince Edward Island on an equality with the mainland.

Now, Sir, I have given my reasons why I think a change of name of the road would be advantageous. We are no longer, I repeat, a mere colony, we are a confederation of provinces, and our government railway should not by its name belie our actual, our geographical and our historical existence. I have given reasons why I think there should not be a separate accounting for the Prince Edward Island Railway and the Intercolonial; at all events, if there is to be a separate accounting there should not be discrimination. All freight destined for points on Prince Edward Island should go over the island road, and the island road should have all the earnings that are coming to it. When the distance by the island road is shorter than by the Intercolonial via Pictou. Further, I say that we should have one branch of the government service owning, operating and maintaining the ferry service on the straits of Northumberland. For the reasons I have pointed out, it would simplify matters and reduce the cost. I am satisfied that a board of business men considering this matter would recommend it, and would bring it into operation just as soon as it could be done.

Mr. A. MARTIN (Queen's, P.E.I.) I am sorry there is not a fuller House on this occasion when my hon. friend from Kings, Prince Edward Island (Mr. Hughes) has brought up this important question. I am sorry that so few ministers are in their places; I am sorry the Minister of Marine and Fisheries is not here, and that the Prime Minister is absent. This is a question of great importance, both to Prince Edward Island and to the whole of Canada. I have no criticism to make of the manner in which the hon. gentleman has treated the subject, but I doubt if the resolution he has proposed would have the desired effect, or would carry out the tenor of his speech. I do not see why changing the name of the Intercolonial would cheapen the rates down to Prince Edward Island. I suppose this government has lots of money to spend, and I think on mature consideration it would involve an expenditure of a quarter of a million dollars to change the name on all the cars from the Intercolonial to the Interprovincial Railway. Even when they had accomplished that great feat of calling the Intercolonial the Interprovincial Railway, I wonder what effect it would have on those exorbitant freight rates which I am proud to see my hon. friend now realizes. It took him a long time to see them. I never heard him say a word of criticism on the government in keeping these freights up, but now he has obtained new light. He has always been very quiet in this House, and I am proud that he is now waking up. I do not think he has overdrawn the picture, in fact I do not think he has drawn it quite so dark as it is. I have some figures before