

which I will give you the following extract:—

1st. That, from the insular position of this province, we, Prince Edward Island, did not receive the same benefit from the construction of the Pacific and Intercolonial railways that the other provinces had received. 2nd. That the said railways cost a great deal more than was anticipated when they were commenced, and, as the terms on which this Island entered the union were, in a great measure, based upon their contemplated cost at commencement, therefore, this Island had a right to some consideration on that account. And, thirdly, that the subsidies granted to the other provinces in carrying out the late railway policy of the Government, had not been made applicable in any way to this Island, whereas the other provinces had in this manner been largely benefited.

This statement corroborates the contention which I hold, and which the province holds to-day; and unless this claim, which was admitted by the sub-committee of the Privy Council, is satisfied, and the province of Prince Edward Island is put in the position demanded by the terms of union, there will be a great deal of dissatisfaction in that province. The people of Prince Edward Island will never be satisfied with the existing state of things, in which, while they are called upon to pay their share of the interest on the money expended on railways in every part of the Dominion, are debarred, or have hitherto, at least, been debarred, from partaking of any of the advantages accruing from that expenditure.

Last year, in addressing this House, I went pretty fully into this matter, and showed that since the 1st of July, 1873, there had been spent or contributed by the Dominion Government as railway subsidies in different parts of the Dominion the large sum of \$153,981,234. On this sum Prince Edward Island pays her share of interest, though, being the smallest province of the Dominion, she is entitled to, not simple fair play, but even on account of its small numerical strength even more than that at the hands of this great Dominion. Giving the Dominion credit for \$500,000, which was placed to the credit of the province, or \$20,000 a year, there would be still due to the province on this basis the sum of \$2,702,835. This statement or statements on the same lines has been made repeatedly in this House and in the other Chamber, and it has never been successfully contradicted. I think it has been made by the present Minister of Marine and Fisheries (Mr. Davies), by the hon. member for King's (Mr. Macdonald), and in the Senate by the hon. Senator Ferguson and the hon. Senator Prowse. There has been no reply to those statements. The question remains as it was before, and justice is not done to Prince Edward Island.

I intend on this occasion, Mr. Speaker, with your permission, to refer to some statistics which will go further to prove

Mr. MARTIN.

the claims of Prince Edward Island in this matter. I find, by looking at the public records of this country that at confederation, in July, 1867, the number of miles of railway in operation in the Dominion was only 2,278, while on the 30th June, 1895, there were 16,091 miles in operation, an increase of 13,813 miles in 28 years. Now, I find that in the province of Ontario there is one mile of railway for every 344 of the population; in Quebec there is one mile for every 442 of the population; in New Brunswick there is one mile for every 264 of the population; in Nova Scotia there is one mile for every 501 of the population; in Manitoba there is one mile for every 103 of the population; in British Columbia there one mile for every 122 of the population; and in the North-west Territories there is one mile for every 32 of the population; whereas Prince Edward Island has only one mile for every 517 of the population. This shows that Prince Edward Island has the least railway mileage to the population of all the provinces of the Dominion. That was not the case when we entered confederation. At that time the Dominion had only a mile of railway for every 700 people, while Prince Edward Island had built at its own cost a mile of railway for every 480 people. To-day the position is reversed. Prince Edward Island then held the first position in regard to railway expenditure, while to-day she holds the least favourable position. To-day, after 25 or 30 years in the confederation, she has only a mile for every 517 people, while the Dominion of Canada, instead of having a mile for every 700 people, has a mile for every 300. Is it fair, I ask you, that the small province of Prince Edward Island should be called upon to contribute to the increased mileage all over the Dominion, while she has not received the adequate share which properly belongs to her? I may point out further that in order to obtain this railway mileage, the Dominion has contributed up to the 30th of June, 1895, the sum of \$153,996,778. And that is not all. Besides that the Dominion has contributed at least 50,464,186 acres of land. Thus, that large portion of the domain of Canada, a share in the profits of which would naturally belong to Prince Edward Island, has been absorbed in railway construction besides the amount of money I have mentioned. It will be readily understood that of this large increase in railway construction, from 2,278 miles at confederation, to 16,091 on 30th June, 1895, each province, as well as the Dominion, has contributed its share; and I wish to point out, from the statistics I have in hand, the amount of money which has been contributed by each province. I find, on reference to the Dominion blue-books, that up to June 30th, 1895, Ontario has, deducting the loans, contributed altogether, including her municipalities, \$17,470,181. I am taking each