

colonial Railway, and to-day we have a confession from the Minister of Railways that we are losing nearly \$100,000 a month on this line. Last year the deficit amounted to \$680,000, and this year, if the economies which he projected were not carried out, he thinks the country would lose not less than \$1,000,000 on working expenses, besides the interest on \$50,000,000 which has been sunk in that line, and which must amount to at least \$2,000,000, so that the country is losing \$3,000,000 annually on the Intercolonial Railway, which pays nothing in return. This is only one evidence of the extravagance which has characterized many of the works undertaken in this country, and in many cases operated at an enormous loss. It is earnestly to be hoped that we are approaching the end of the era of extravagance. We have now the first indication given to us by the Minister of Railways of an attempt to inaugurate a system of economy, and I hope he will keep on with this until he finds the earnings of this road are brought about equal with the expenditure at least.

Mr. PERRY. It is a very good thing to exercise economy, but I think the Minister is commencing to economize in the wrong direction. He is making a sad mistake in thinking it is good policy to cut short the railway accommodation for the people of Prince Edward Island. The hon. gentleman must bear in mind that the railway of Prince Edward Island was paid for by the people of Prince Edward Island, and the people of Canada have no claim on it. It was built by the people of Prince Edward Island and made a present to Canada, and now, if Canada is not able to work that road to the satisfaction of the people, there must be mismanagement somewhere. I am not surprised at that. The Department of Railways has gone begging for nearly two years. There has been no regular head to that department for about two years. Now we find a Minister at the head of that department, and he is showing his authority pretty well as far as the Island is concerned. He proposes to take off an accommodation train between Summerside and Charlottetown, and between Charlottetown and Summerside once a day, which is probably the best paying train on the Prince Edward Island Railway. For want of that train, the last week or two, they have had to put on special trains in order to carry the freight. Let him show me anywhere in Canada 1,250,000 acres of land that are more productive than the lands of Prince Edward Island. And what do we do with our products? We do not throw them overboard, we take them to the markets. I know that farming is not paying very well on the Island on account of the evil policy of the Government. Now, the hon. gentleman proposes to punish the people between Charlottetown and Tignish with all his might, he is going to throw the whole of his vengeance upon those people. But the people on the east who are represented by two Government supporters are not to be meddled with; I am glad of it, they are deserving. Is it because Prince County and Queen's County are represented by members of the Opposition that they are to be deprived of their rightful railway facilities? Is that the way justice is to be meted out in this Parliament? Is that the way the hon. gentleman intends to conduct the business of his department? How

many canals in this country will the hon. gentleman show me that are paying? Take any of the canals; take the Tay Canal, for instance, and show me how many thousand dollars revenue has been derived out of that canal this last year? Does it pay working expenses? Does it pay interest on capital it cost to build it? And just, forsooth, because this canal happens to be in the constituency represented by the Minister of Railways, it must be petted, it must be maintained at the public expense, and if the whole truth was known perhaps there is something else in it beyond the public good. But, as I said before, I am doubtful whether there is one canal in the whole Dominion of Canada that is paying. We must bear in mind that the tax-payers of Prince Edward Island are taxed one-fortieth part of the millions that these canals have cost to build, including the Tay Canal. And because we are far removed, because we are isolated from the main land, because we are a law-abiding people and pay our taxes, because we are struggling against the iniquitous laws imposed upon us by this Government, we must be further punished by this unpatriotic Government, and more particularly by this unpatriotic Minister at the head of the Railway Department. Well, if he thinks he is going to attract support to his Government from the electors of that province, he is very much mistaken. He will only case-harden them. That department has tried that game before: they have not succeeded; and the only way now that is left to them, apparently, is by the present gerrymander Bill which has been hatched by hon. gentlemen opposite, and a pretty object it is. Well, Sir, I cannot believe for a moment that the hon. gentleman intends to carry out this scheme. I believe he will reconsider it, and I believe he will leave trains on. I may say that if it was on the eve of an election, there would be no talk about taking off these trains. The hon. gentleman may have railroads on the Island which are not required; I do not know; but I know that on the eve of an election these train hands are badly needed. Every man who is inclined to give a vote for the Government is sure to get a berth on that railway; he is sure to be furnished with a shovel to shovel away snow where there is no snow to be shovelled. I know that 1891 was a bad year, we had a good deal of snow, we had a good many storms, political as well as snow storms, and during these storms men were lavishly employed. I suppose they are retained yet. It may be possible that the hon. gentleman can lessen his staff of employes on that road, but he ought not to interfere with the accommodation that is required by the people of Prince Edward Island to carry their surplus products from one place to another. If they are cut short of this accommodation, the hon. gentleman might as well close up the road altogether. I am doubtful if a majority of the honest members in this House will be satisfied with the treatment the people of Prince Edward Island are to receive in this respect. Now, I understand, also, that the branch of the main line to Cape Traverse is to be interfered with, and the daily train is to be reduced to a tri-weekly train. We know very well that the Government have in contemplation to establish a daily route across the channel; I know they are building heavy works on the Cape Tormentine side, at an expenditure of \$300,000 or \$400,000. We know, also, that there are new works on the Island side, a