

McLean) that the government instead of equalizing the summer rate with the winter rate, have increased the winter rate and during the period when they have control of the whole service. Now, I want to say that the government have certainly broken their pledge and are continually breaking their pledge to the people of Prince Edward Island and are perpetrating a gross injustice in increasing the winter rate between Prince Edward Island and the mainland. It is all under the control of the government, and the people have to pay higher rates in winter than they do in summer when a private company is operating. As regards overlooking natural conditions, we still have the natural conditions, and successive governments have not used bona fides with the people of Prince Edward Island in attempting to overcome them. The clause in the terms of confederation required the Dominion to give us this connecting link, and it does not matter to us whether they fulfil that promise in one way or the other so long as the government justify themselves by using every effort to overcome these difficulties.

Now, the hon. member for Pictou has also referred to the long and short hauls, and he has been the apologist of the government for the fact that the long haul is not as reasonable to the province of Prince Edward Island on goods going to the west as it is on goods coming from the west. As has been pointed out by hon. members on this side of the House, rates from Montreal to Halifax, St. John and Sydney are only about one-third of the rates between Tignish and Sydney, Halifax or St. John; while the distance in the former case is from two to three miles as great. Now, I want to call the attention of the hon. member for Pictou to the difference in the long haul rate from Prince Edward Island to a point called Myrtle, about 400 miles east of Toronto, and which is only 300 odd miles further than from Montreal to Halifax. The rate from Montreal to Halifax is 9 cents per hundred pounds, while the rate over this long haul from Prince Edward Island to Myrtle is 40 cents per hundred pounds. So there must be something radically wrong in a situation where you can get a long haul rate going from the east to the west of 40 cents per hundred pounds, and a long haul rate coming from Montreal to our ports, into competition with our natural markets, of 9 cents per hundred pounds. The hon. gentleman says you cannot get over a lot of these troubles with a government-owned road. But we have offered a solution of them several times on this side of the House, we have proposed to put the Intercolonial under a commission, and then possibly we could get some justice in the adjustment of these rates. We have asked several times during this session that the government road should be put under the control of the Board of Railway Commissioners. That

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seems to many members on this side of the House to be a condition under which these rates could be adjusted, in conjunction with the rates on all the other lines that are under the control of this board.

Now, when I take up the resolution of the hon. member for Kings (Mr. Hughes) I find, as I said, that there is nothing new in the gist of the resolution at all; nothing but what we have been advocating year after year before this House, and nothing more than what the boards of trade all over the maritime provinces have been petitioning the government for by sending up resolutions. With regard to the first part of it, that the name of the Intercolonial and Prince Edward Island Railway should be changed to the Interprovincial Railway, I do not see that is going to help the people of Prince Edward Island; I do not see how that is going to adjust our freight rates, or how it is going to do away with the grievance under which we have been suffering for many years. As regards the system of keeping accounts, it seems to me that makes no difference at all. If the Prince Edward Island Railway were put into physical connection by a tunnel with the mainland, the Prince Edward Island portion would not suffer by comparison with any part of the Intercolonial, because she would be the greatest feeder to the Intercolonial. Products from all points of the island would converge to a centre, the rolling stock of the Prince Edward Island Railway would be constantly in use, and it would be distributed from the central point on the main line to the Intercolonial. Prince Edward Island would be an immense feeder; she would have a very long service in the additional amount of work that would be borne over the line and the Intercolonial would benefit immensely by such a programme being carried out. So as regards the system of accounting between the Intercolonial and the Prince Edward Island Railway, I do not think we need be at loggerheads on that point.

The last question, and the most important part of the hon. gentleman's resolution, that the ferry service across the Northumberland straits should be put under the control of the Railway Department, is a good idea, but not a new idea. Year after year we have advocated that. We have known of the bungling of the different departments, the Marine and Fisheries Department, the Railway Department and the Post Office Department. It has been a byword in this House and throughout that province for the last fifteen or twenty years. There is nothing new in it. We have advocated and asked for it. The answer which the hon. Minister of Marine and Fisheries gave to a little question that I put the other day, shows how this subject is looked after by the department. I asked the minister if he knew that the Summerside harbour was practically open and that the steamer 'Stanley' could