

Mr. DEWDNEY. The board was held by the surgeons on the 5th December, 1890.

Mr. MULOCK. So that until October, 1890, or whenever after you paid him, he had received nothing by way of compensation for wounds or injuries sustained in 1885, and five years after the injuries were received the Government finds he was entitled to \$1,304. Is that correct?

Mr. DEWDNEY. Yes.

Mr. MULOCK. Then it discloses an extraordinary state of affairs. If the reasons set forth in the paper which my hon. friend has just read are the only reasons for compensating him, surely these reasons existed five years ago. I would ask the Minister of the Interior when first there was a claim made on the Government for this pension?

Mr. DEWDNEY. I have not that information, but I can get it.

Mr. MULOCK. I think it should be brought down. Do not understand me as being against the country doing justice to this claimant. The paper which the Minister has read shows, if it shows any thing, either that this man never made a claim until 1890, and in that case the Government was not to blame, or what is more probable, that he has been making a claim all these years and only in 1890 was his claim adjudicated upon. I would like the Minister who is charged with this matter to give us a full, frank and candid statement as to when this person applied for compensation, as to when adjudication was first had upon his claim, and as to whether the board at one time disallowed it and subsequently reopened and allowed it. If the facts, as set forth in this paper, are correct, and I must suppose they are, and if this man has been incapacitated all these years, it is incredible to my mind that he should have never made a claim for compensation until the fall of 1890. I think it will be found that the Government has adjudicated upon this claim previously and refused it, but that they afterwards decided to make the allowance. I have had occasion before this to complain of the manner in which those poor men have been dealt with here, and I think this case affords a very fair opportunity to see whether claims are reopened after being decided. If this case has been reopened there are other cases that require to be reopened also. Last year I had occasion to submit to the House two cases that called for action, and I was met with the statement that they had been adjudicated upon, although in one case the person staggered here from the hospital and was permanently incapacitated by reason of the services he rendered in defence of the country. It is incomprehensible that this claim has been standing for five years and has never been adjudicated upon until now.

Mr. DEWDNEY. I will be glad to get the hon. gentleman all the information I can.

Mr. MULOCK. I would like to have the item stand until we get the information.

Mr. DEWDNEY. All right let it stand.

To provide for repairing fortification wall at St. John's Gate, Quebec, (Governor General's Warrant) \$1,081.90

Mr. MULOCK. Why was the Governor General's warrant issued for this?

Sir ADOLPHE CARON. I will give the hon. gentleman the explanation which I gave to the Council when the order was passed. The architect of the Corporation of Quebec, Mr. Baillaige, made a report to the Department of Militia stating that the water percolated through the wall, and when the frost came the wall became very dangerous to life, and that it was absolutely necessary that the Government should repair the wall immediately, or the Corporation of Quebec would have to do it on the account of the Government. In consequence of these facts, I sent the architect to make an estimate. I submitted his estimate and the facts to the Council, and the work was done.

Mr. DEVLIN. When was the work commenced and when finished?

Sir ADOLPHE CARON. It was about December when the information came to us, and as soon as we could get our men to work we did so, and it is all completed.

Resolutions reported.

Sir HECTOR LANGEVIN moved the adjournment of the House.

Motion agreed to; and House adjourned at 1.20 a.m. (Wednesday).

## HOUSE OF COMMONS.

WEDNESDAY, 1st July, 1891.

The SPEAKER took the Chair at Three o'clock.

PRAYERS.

### FIRST READINGS.

Bill (No. 123) to revive and amend the Act to incorporate the Oshawa Railway and Navigation Company, and to change the name thereof to the Oshawa Railway Company.—(Mr. Madill.)

Bill (No. 124) to further amend the Act to incorporate the Great Eastern Railway Company.—(Mr. Mills, Annapolis.)

### NORTH-WEST MOUNTED POLICE—REPORT *RE* COMMISSIONER.

Mr. DAVIN asked, When the report of Mr. Fred. White, Comptroller of the North-West Mounted Police, who was commissioned to make a departmental enquiry into the conduct of Lawrence W. Herchmer, Commissioner of the North-West Mounted Police, will be laid on the Table?

Sir JOHN THOMPSON. I understand the report has not yet been completed, but it will be laid upon the Table when it is completed.

### SISSIBOO RIVER—DREDGING.

Mr. BOWERS asked, Does the Government propose continuing the work of dredging the channel of the Sissiboo River, Digby County, N.S., during the year 1891, which was under progress during the season of 1890, and will the same be pursued to completion?

Sir HECTOR LANGEVIN. An attempt was made to dredge this river last season, but the material to be removed is so hard and of such a

nature that special plant would have to be procured to do the work, a plant which the department does not possess.

#### TARTE-McGREEVY ENQUIRY—COUNSEL.

Mr. McMULLEN asked for the name or names of counsel retained by the Government in connection with the enquiry in regard to the charges made by Mr. Tarte, now being conducted by the Committee on Privileges and Elections? 2. What is the rate of remuneration to be paid to each of such counsel?

Sir JOHN THOMPSON. The names of the counsel retained on the enquiry are Messrs. Osler, from Toronto, and Henry, of Halifax. I am not quite prepared to give the hon. member this afternoon the other details which he asks for, and it may be better that the question should stand in order that I may be able to inform him, besides those particulars, of the instructions which those gentlemen have received.

#### LANGEVIN BLOCK—CONSTRUCTION.

Mr. MULOCK asked, What amount has been paid to Charlebois & Co., since 30th June, 1890, on account of construction of the Langevin Block?

Sir HECTOR LANGEVIN. The amount of \$16,500 has been paid on account of the main contract, masons' work, and \$10,000 on account of the contract for iron staircases.

Mr. MULOCK asked, What was the rate of freight charged by the Government for carriage of sandstone used in the construction of the Langevin Block, Ottawa, from Newcastle, N.B., to Ottawa? 2. What was the quantity of stone so carried? 3. Has the whole amount of the freight on said quantity been paid in cash to the Government?

Mr. BOWELL. The quantity of stone carried over the Intercolonial Railway for the new departmental building in Ottawa was 1,063½ car loads, of 24,000 lbs. each, at \$20 per car. The charges amounted to \$21,275.39, which were paid over by the Grand Trunk Railway from time to time as the stone was forwarded.

#### RAQUETTE PIER, N.S.—CONTRACTS, &c.

Mr. BOWERS asked, Has the Government yet entered into any contract for constructing a new pier at the Raquette, Digby, N.S.? If so, what is—1. The contractor's name? 2. The contractor's price? 3. The name of the superintendent or overseer on the part of the Government? 4. What is to be the superintendent or overseer's compensation or salary? 5. At what time is the work by the terms of the contract to be completed? 6. What is to be the depth of water at the outer end of pier?

Sir HECTOR LANGEVIN. In answer to the first part of the question, yes—John Nicholson. 2. \$475.78. 3. John Welsh. 4. \$2.50 per working day. 5. On the 18th May, 1892. 6. 16 feet.

#### SAULT STE. MARIE WHARF.

Mr. TROW (for Mr. LISTER) asked, What arrangement is there with Mr. Plummer, for services in connection with the Government wharf at Sault Ste. Marie?

Sir HECTOR LANGEVIN.

Ste. Marie? If paid by salary, what is it? If by portion of fees collected, what proportion? What amount has been returned to the Government, as fees collected, up to the end of 1890?

Mr. TUPPER. By Order in Council Mr. Plummer receives \$100 a year out of the dues collected from the Government wharf at Sault Ste. Marie, as salary. He had returned no fees collected up to 1889, and he claimed that the original agreement made with him had not been carried out by the Government, and he gives that as an excuse for not paying in the fees. My department has called on him for an immediate return of the dues collected, independent of any claims set up as to salary, which will receive consideration. The fees are payable to the Receiver General at once.

#### N. SASKATCHEWAN IMPROVEMENTS.

Mr. MACDONALD (Huron) asked, 1. Did the Government of Canada authorize and instruct in 1883, the late C. J. Brydges, Esq., to have certain improvements made in the navigation of the North Saskatchewan River? 2. If so, did he undertake and complete the work? 3. How much money was set apart for the work; where and when, in what bank, and at whose credit was the amount deposited? 4. Had the Government report or reports made to them, showing the amount expended upon the work? If so, how much was expended? 5. Is there a balance due the Government? If so, how much? 6. Is the balance under the control of the Government? If so, have they claimed it? If they have not claimed it, why not? 7. Do the Government intend to close this account, by claiming the balance to its credit?

Sir HECTOR LANGEVIN. To the first question the answer is, yes. To the second question, the answer is, yes. To the third question the answer is, that \$25,000 were advanced to the Hudson Bay Company, through Mr. C. J. Brydges, from March, 1883, to October, 1884. There was an Order in Council passed for that purpose. In reply to the fourth question, I may say that \$23,890.55 was expended on the work. To the fifth question, there is the sum of \$1,109.54 balance due to the Government. To the sixth and seventh questions the answer is, that Mr. H. E. Brydges has been requested to deposit the amount to the credit of the Receiver General, but it has not yet been done.

#### MAPLE SUGAR—PRODUCTION.

Mr. GODBOUT asked, Whether it is the intention of the Government to grant a bounty with a view to promote the production and refining of maple sugar in this country?

Mr. FOSTER. It is not the intention of the Government to grant a bounty with a view to promote the production and refining of maple sugar in this country.

#### CENTRAL EXPERIMENTAL FARM—EXPENDITURE.

Mr. McMILLAN asked, What is the total sum spent annually by the Government upon the Central Experimental Farm since it was established to the first day of July, 1890? Also, the total sums spent upon each of the other Experimental Stations up to 1st July, 1890?

Mr. HAGGART. I suggest that the hon. gentleman put his question in the form of a motion, as considerable work is required to provide the information. Mr. Mara has placed a similar motion on the Notice paper. The clerks in the Agriculture Department are preparing papers in answer to it, and as soon as they are down, I will furnish the hon. gentleman with the information.

#### POST OFFICE SAVINGS BANKS—INTEREST.

Mr. CHRISTIE asked, Whether it is the intention of the Government to raise the rate of interest in the Post Office savings banks to 4 per cent., for the benefit of depositors and of the Dominion?

Mr. FOSTER. It is not the intention of the Government to raise the rate of interest in the Post Office savings banks to 4 per cent., for the benefit of depositors and of the Dominion.

#### CHICAGO EXHIBITION—INVITATION TO CANADA.

Mr. AMYOT asked, Whether Canada has been invited to take part in the approaching exhibition at Chicago? And, whether it is the intention of the Government to take the necessary steps to enable Canada to take part in this exhibition?

Mr. HAGGART. Only a few days ago the Government received an invitation, through the American Consul General, Colonel Lay, from the President of the United States, to assist in a World's Columbian Exhibition in 1893, and the matter is at present being considered by the Government.

#### ELECTIONS IN NAPIERVILLE.

Mr. MONET asked, Whether the Government has been informed that Charles Bédard, Esq., notary of the village of St. Rémi, and revisor of the electoral lists for the County of Napierville, took a very active part in the last two elections which took place in the County of Napierville on the 5th of March and the 9th of December last; that the said Charles Bédard acted as a general caballer; that he obstructed the free voting of several electors; that he lodged certain electors and gave them food and drink; and that he even gave various sums of money to certain electors to bind them to vote for the ministerial candidate? Whether the Government will dismiss this employé, if he is found guilty of corrupt practices before a competent court as the law now requires; or whether the Government intends to soften the rule in this case?

Sir JOHN THOMPSON. The Government have not the information which is stated in the question. The revising officer is not an officer of the Government.

#### LATE ELECTIONS—SENATORS AS CANDIDATES.

Mr. LANDERKIN asked, Did any senators resign to become candidates at the late election? If so, who were they? Did the Government ask them to resign? Were they elected? If not, have they been recalled to the Senate?

Sir HECTOR LANGEVIN. Only one senator was a candidate at the late election, and he was the

Hon. Mr. Howlan. He was not asked to resign, he was not elected, and he has been recalled to the Senate.

#### FORMATION OF THE GOVERNMENT.

Mr. MULOCK asked, Did the Minister of Justice or the Hon. Mr. Abbott, after the death of Sir John A. Macdonald, advise or suggest to His Excellency the Governor General that Sir Charles Tupper be asked to form a Government?

Sir JOHN THOMPSON. That is a question, Mr. Speaker, which I think we ought not to answer.

#### KINGSTON POST OFFICE.

Mr. AMYOT moved for:

Copies of the annual report of the Postmaster of Kingston, including the year 1889, and containing a list in detail of the several lessees of the boxes in the Kingston Post Office; also copies of the list of the said lessees for the said year 1889, containing the names of the said several lessees for the said year, beginning at the letter "B."

Mr. HAGGART. I may state in answer to the hon. gentleman, that there is no such information in the department here.

Mr. AMYOT. I will let the motion stand while I compare this answer with the other answer given to a previous question.

Motion allowed to stand.

#### RETURNS ORDERED.

Return giving:—1st. The number of Chinese immigrants that have entered Canada since the date of the last Return ordered by the House, specifying: (a) The ports at which said Chinese immigrants were entered; (b) The amount of duty or head-money collected; (c) The number that entered by virtue of return certificates; (d) The number of return certificates issued during the same period, and the number of Chinese that during the same period passed through Canada in bond to destinations out of Canada. 2nd. The number that entered Canada as belonging to the Diplomatic or Consular service of China. 3rd. The number of Chinese that entered Canada during the same period, either as tourists, men of science, students or merchants. 4th. Copies of all correspondence, if any, between the Imperial Government and this Government, or between this Government and the Government of China, if any, or between the Government of British Columbia and this Government, or with any labour organization, or with any company, corporation or person, having reference to the Chinese Restriction Act or suggesting amendments to the same.—(Mr. Gordon.)

Correspondence, telegrams, letters, reports and other papers relating to the proposed "additional property accommodation" of Intercolonial Railway at St. John, N. B.—(Mr. Davies, P.E.I.)

Copies of all correspondence, reports, paper writings and documents respecting the seizure and sale of the schooner *Marie Eliza*, in 1887, by the Collector of Customs at Rimouski.—(Mr. Langevin.)

Copies of all reports of engineers respecting the proposed Soulanges Canal, showing the number of sections into which the work is to be divided, the length of each section, the quantities of the several classes of work in each section, and detailed estimates of the cost of each section; the whole to be accompanied with a continuous tracing or plan and profile of the whole line, showing the several sections and the structures of each section.—(Mr. Mousseau.)

Statement showing the amount of Dominion notes in circulation, May, 1891, and amount of gold and guaranteed debentures held in security on said date for redemption of said notes. Also statement showing the proportion of such gold reserve held by the Minister of Finance and Receiver General, and the proportion thereof held by any chartered Banks for such redemption. Also statement showing the arrangements made with such Banks, under which they hold such gold reserve.—(Mr. Mulock.)

Copies of all correspondence and all documents, or other information in the possession of the Government, relating to entire horses stationed at the Central Experimental Farm, or at any other of the Experimental Farms in the Dominion of Canada.—(Mr. McMillan.)

Copies of all petitions, correspondence and other documents respecting the late change in the Postmastership in Lobo Post Office.—(Mr. Armstrong.)

1. Copy of original plan and also of alteration made to Kingston Dry Dock, showing the additional excavations, crib work, extra masonry and additional iron works in caissons, together with the quantities of each class of extra work paid or undertaken to be paid for, and the rates of payment for the said extra work. 2. Copy of the Order in Council dated 5th July, 1890, concerning the contract for the building of said dry dock.—(Mr. Amyot.)

Return giving the dates of the publication and of the distribution of the English reports, bulletins, and other printed matter of the Central Experimental Farm, from its establishment up to the 1st June, 1891; also, the dates of the publication and of the distribution of the French reports respecting the same subject and for the same time.—(Mr. Devlin.)

Copies of all correspondence, letters or telegrams addressed to the Auditor General with reference to the payment of accounts as rendered to the Auditor General by the Returning Officer of the Electoral District of the East Riding of Elgin; also the names and post office addresses of the Returning Officer, Deputy Returning Officers, Poll Clerks and Constables for the Electoral District of the East Riding of Elgin; also the respective amounts as claimed by each; the amount actually paid to each up to date, including amount of balance, if any, as rendered by the Returning Officer in his original account to the Auditor General.—(Mr. Ingram.)

Return showing: 1st. The names of all permanent clerks in the department of Public Works, their duties and annual salaries; 2nd. Names of all extra clerks in the said department, their salaries, and the kind of work performed; also copies of their Civil Service examination certificates; 3rd. The names of all persons doing extra work outside of the building; and the nature of work, giving the names of ladies and gentlemen separately; 4th. The names of mechanics or others employed in the Government workshops at Ottawa; 5th. The names of all messengers employed in the said department, either permanent or temporary; 6th. The number and names of all labourers employed by the said department since January last, in and around the buildings under Government control at Ottawa, including Rideau Hall, stating the kind of work performed and wages paid.—(Mr. McMullen.)

Copies of all correspondence, papers and documents relating to the appointment of Customs Officers at Crystal Beach and Point Abino, in the Township of Bertie, and Carroll's Landing, in the Township of Humberstone, in the County of Welland.—(Mr. German.)

Copies of the report of Thomas Munro, Government Engineer, upon the Manchester Ship Canal.—(Mr. Mulock.)

#### ADJOURNMENT—DOMINION DAY.

Mr. DENISON moved that the House do now adjourn. He said: I make this motion on the ground that by sitting to-day we are setting a very bad example to the people of this Dominion when we make of this day a statutory holiday and then fail to observe it. We are also setting a bad example to all the employers of labour throughout the country by not observing the holiday we call on them to observe, and we, further, are showing scant courtesy to our own national day. I therefore move, seconded by Mr. Cochrane, that the House do now adjourn.

House divided:

YEAS:

Messieurs

Baker,	Macdonald (Winnipeg),
Beith,	Mackintosh,
Bergeron,	McDonald (Victoria),
Bowell,	McDougald (Pictou),
Cameron (Inverness),	McDougall (Cape Breton),
Caron (Sir Adolphe),	McKay,

Casey,  
Charlton,  
Coatsworth,  
Cochrane,  
Cockburn,  
Corbould,  
Daoust,  
Denison,  
Dewdney,  
Dupont,  
Ferguson (Renfrew),  
Gillies,  
Gordon,  
Henderson,  
Hodgins,  
Ingram,  
Kaulbach,  
Kenny,  
LaRivière,

McNeill,  
Marshall,  
Masson,  
Miller,  
Mills (Annapolis),  
Monerrieff,  
Paterson (Brant),  
Patterson (Colchester),  
Ross (Dundas),  
Ryckman,  
Skinner,  
Sproule,  
Stairs,  
Stevenson,  
Taylor,  
Trow,  
Tupper,  
Tyrwhitt,  
White (Cardwell).—50.

NAYS:

Messieurs

Allan,  
Allison,  
Amyot,  
Armstrong,  
Bain,  
Béchar,  
Bernier,  
Bowers,  
Bowman,  
Brown (Chateauguay),  
Brown (Monck),  
Burdett,  
Campbell,  
Carroll,  
Cartwright (Sir Richard),  
Christie,  
Davies,  
Davin,  
Dawson,  
Delisle,  
Desjardins (L'Islet),  
Devlin,  
Fauvel,  
Flint,  
Forbes,  
Foster,  
Fréchette,  
Gauthier,  
Geoffrion,  
German,  
Godbout,  
Grandbois,  
Guay,  
Haggart,  
Harwood,  
Innes,

Joncas,  
Langelier,  
Langevin (Sir Hector),  
Laurier,  
Leduc,  
Lippé,  
Macdonald (Huron),  
Macdonald (King's),  
McGregor,  
McLean,  
McLeod,  
McMillan,  
McMullen,  
Mara,  
Mignault,  
Mills (Bothwell),  
Monet,  
Montague,  
Mousseau,  
Mulock,  
O'Brien,  
Perry,  
Rider,  
Rinfret,  
Rowand,  
Sanborn,  
Savard,  
Seriver,  
Semple,  
Simard,  
Thompson (Sir John),  
Truax,  
Vaillancourt,  
Weldon,  
Welsh,  
Yeo.—72.

Motion negatived.

#### SUB-COLLECTOR, PELEE ISLAND.

Mr. ALLAN moved for:

Copies of all correspondence, letters and telegrams relating to the removal of F. B. McCormick from the office of Sub-Collector, Pelee Island; and copies of all letters, telegrams and telephone messages relating to the appointment of J. H. C. Atkinson to take charge of said office; also all copies of correspondence relating to the dismissal of Atkinson, and the reinstatement of McCormick.

He said: The subject of this enquiry has excited considerable discussion on the part of the people of Pelee Island and of the south riding of Essex, and has excited no little attention in the whole County of Essex, where all the facts and circumstances connected with this extraordinary shuffle in a public office are very well known and understood. The correspondence and papers asked for relate to this charge, and I have made my motion broad enough to cover all papers, correspondence, telephone messages and telegrams, relating to this whole matter, and trust they will all be brought down. The facts are simply these:

Mr. F. B. McCormick was appointed Collector of Customs in Pelee Island, not only against the wishes, but in spite of the very strong remonstrances of the people of that district. That feeling of dissatisfaction developed into a very strong opposition to the parties who secured his appointment, and the Government who were responsible for it,—a feeling which manifested itself at the very first opportunity at the polls. At the elections in June last, for the Province of Ontario, the first Liberal majority was recorded on that Island in favour of Mr. Balfour, M.P.P., a result which was said to be due largely to the dissatisfaction felt by the people with this appointment. And, Sir, the significance of that vote cannot be mistaken, for I have only to point out that Pelee Island previous to that contest, had always given a majority for the Conservative candidates and the Conservative party. At one election the entire vote of the Island, with the exception of one vote, went for the Conservative party. Coming down to the recent contest, the unexpected dissolution of Parliament, the sudden appeal to the country, and the midnight attack which hon. gentlemen opposite made upon the voters of Canada, the Conservative party found this Pelee Island matter unsettled, and the election had not proceeded very far when the party in that riding became alarmed at the news received. Unrestricted reciprocity was not only a powerful and potent factor in that contest, there as elsewhere, but the news came from all parts of the Island that unless Mr. F. B. McCormick was removed, instead of that Island going solidly Conservative, the candidate who now has the honour to address this House would practically sweep the Island. It was at this exciting and critical period of the contest that an act unworthy of the Government, and unworthy of the politicians in that riding, was committed. The people were made to believe that Mr. McCormick would be removed from his situation. Letters were shown throughout the Island, one purporting to be from the late First Minister, promising that Mr. McCormick would be at once and permanently removed and a person satisfactory to the people appointed in his place. Other letters to the same effect were also circulated, and the word given to the people that, if they would only support the Government candidate, a change would be made which would be satisfactory to them. I want to direct the attention of this House and the country to the extraordinary action of the Minister of Customs on that occasion. I say his action was extraordinary, and it will be his duty to explain it to the House and to the country. We find—at least, I believe I have evidence to prove it—that hon. gentleman, during a political contest, telegraphing from one part of Ontario to a party who had nothing to do with the office, that a collector had been appointed for Pelee Island. Pelee Island is an outport of Amherstburg, but the Minister of Customs telegraphed to the collector at Windsor:

“Inform J. H. C. Atkinson that he has been appointed Collector of Customs at Pelee Island.”

That message was sent about the 20th February, when the election contest was at fever heat. Mr. Atkinson was a prominent man on the Island and was taking a prominent part in the contest. He was a pronounced advocate of unrestricted reciprocity; and we had the spectacle of the Minister of Customs wiring to the Collector of Customs at

Windsor, who had nothing to do with Pelee Island, to inform J. H. C. Atkinson, with whom I presume the Minister of Customs had had no previous correspondence, that he was appointed collector of Pelee Island. I do not think the Minister of Customs could delegate authority by wire, and whatever was done should have been done through the Collector of Customs at Amherstburg. We find that the Collector at Windsor telephoned to Pelee Island, for there is a telephone between the two places, informing Mr. Atkinson that he was appointed Collector of Customs there, and on the strength of that telephone message, the office was handed over to him. I endeavoured to elicit some information from the Minister of Customs in regard to this matter by a question which I put on the Notice paper, and, while I do not intend to differ with the hon. gentleman on a question of fact, I will require him to explain his apparent contradictions. I asked:

“What is the name of the present sub-collector on Pelee Island? At what date was he appointed? Has he continuously discharged the duties of that office since the date of his appointment? Was any other person appointed sub-collector at that outport, or in any way instructed to discharge the duties of that office during the present year? If so, what is his name, the date of his appointment, and the amount of his salary, and is he still in the employ of the Government?”

“Mr. BOWELL. The name of the present sub-collector on Pelee Island is F. B. McCormick. He was appointed on the 1st December, 1888. Mr. McCormick has not been continuously discharging the duties of that office since the date of his appointment. No other person has been appointed sub-collector at that outport. Mr. J. H. C. Atkinson was requested to perform the duties of sub-collector on Pelee Island during the absence of Mr. McCormick, who had been ordered to report for duty at Windsor.”

“On the 28th of April, 1891, Mr. McCormick was instructed to resume his duties as sub-collector on Pelee Island, and Mr. Atkinson to be paid for the time he had acted as sub-collector, at the rate of \$400 per annum.”

The hon. Minister states that no other appointment had been made. I will ask that hon. gentleman to explain his telegram, of which I have a copy. The people of Pelee Island were assured that a change would be made; they were assured of it by these letters which I have and this telegram which I will read, and I desire to know by what authority this office was handed over. The Minister of Customs sent a telegram, not dated from Ottawa, but I suppose during his campaign tour through the country. This is a copy of the telephone message which was received:

“February 21, 1891.

“J. H. C. ATKINSON.

“The Minister of Customs has ordered me to inform you that you are appointed Customs Officer at Pelee Island in place of F. B. McCormick.

(Sd.) “MILES COWAN,  
“Windsor.”

Mr. Atkinson remarks upon that:

“I telephoned answer to Cowan accepting office. I also wrote to him and also the hon. Minister of Customs by the next mail leaving the Island, accepting the office.”

Here is a copy of the reply:

“OTTAWA, 26th February, 1891.

“J. H. C. ATKINSON, Esq.,  
“Pelee Island.

“SIR,—The hon. the Minister of Customs is absent from Ottawa, but your letter of the 21st instant will be brought under his notice.

“Your obedient servant,

(Sd.) “E. L. SANDERS,  
“Private Secretary.”

Now I propose to read what purports to be a copy, and which I believe to be a copy, of the telegram sent by the Minister of Customs from Norwood. If this was a forgery, then this office was offered on the strength of a forgery to Mr. Atkinson. Mr. F. B. McCormick told people on the Island that he had been removed, and he at once left the Island. He was to report at Windsor, but instead of doing so I saw him on nomination day at Kingsville, and I found that he was going up and down the township lines and the side lines of Essex working for the party that had removed him from office. If he was ordered to report at Windsor, he went to Amherstburg, and he said he was going to discharge duties in that office, where they have already three collectors, though the business is less than it was when one collector did the whole work. This is a copy of a letter which confirms the telephone message upon which the office was given to Mr. Atkinson :

“ COLLECTOR'S OFFICE,  
“ WINDSOR, ONT., 21st July, 1891.

“ J. H. C. ATKINSON, Esq.,  
“ Pelee Island, Ont.

“ SIR,—I telegraphed you this morning informing you that the hon. the Minister of Customs had appointed you Customs officer on Pelee Island, and I now send copy of his telegram to me :

“ NORWOOD, February 20, 1891.

“ TO COLLECTOR OF CUSTOMS, Windsor.

“ Inform J. H. C. Atkinson that he has been appointed Customs officer on Pelee Island in place of McCormick removed, and order McGlashan back.

(Sd.) “ M. BOWELL.”

“ I remain, your obedient servant,

“ MILES COWAN,

“ Acting Collector.”

This is the telegram on the strength of which the Customs collector stated that McCormick was removed and Atkinson was appointed. McCormick announced that fact on the Island and on the mainland, and every effort was made, and I suppose with a great degree of success, to secure for the Administration voters who were antagonistic to the Government on account of this appointment. This is an extraordinary spectacle. If it be not true, if these despatches are forgeries, the Customs collectors knew that there was a usurper on Pelee Island. On the strength of these messages, the office was handed over to Mr. J. H. C. Atkinson, and I say that the conduct of the hon. Minister on that occasion was unprecedented. We often hear hon. gentlemen on the opposite side of the House talk about British precedent. Why, Sir, do people imagine or believe that a member of the British Parliament, a member of the British Government, Lord Salisbury or any other distinguished man, during an election contest, would trample upon the appointing power in this way, and make an appointment for the purpose, as I believe, of deceiving the electors? Such, Sir, I believe to be the conduct of the Minister of Customs on that occasion. It will be his duty to explain the extraordinary haste with which he made this appointment; it will be his duty to say why this telegram was sent at a time when he was, probably, stumping his own riding, or the riding adjacent to his. I believe this extraordinary telegram was sent in order to influence the honest electors of Pelee Island after they had declared, a large number of them, that they would not support the Government candidate  
Mr. ALLAN.

as long as that appointment continued. They had assurances of prominent men in that riding, they had the letters that I have mentioned, they had also the statement and the action of the Customs authorities of Canada, removing, apparently, the old collector and substituting J. H. C. Atkinson in his place. Now, the next information we have in reference to this matter is a letter written by Mr. Atkinson to George Gott, collector at Amherstburg, who has authority over this office. Pelee Island is an outport of Amherstburg, and after taking possession of the office, it seemed to be Mr. Atkinson's aim and effort to secure proper instructions as how to conduct that office. He says :

“ I wrote to Geo. Gott, Esq., Collector of Amherstburg under whose survey this port is, on the 3rd May, 1891, for instructions. I received the following letter :—

“ CUSTOMS, CANADA,  
“ COLLECTOR'S OFFICE,  
“ AMHERSTBURG, 14th March, 1891.

“ J. H. C. ATKINSON, Esq., Pelee Island, Ont.

“ SIR,—I beg to acknowledge yours of the 3rd instant, and in reply to state: I have no official knowledge of your appointment to the office at South Port. I direct all papers to the sub-collector, therefore if any change has taken place without my knowledge, the proper person receives the letters, papers and packages. I was astonished at the time I heard of changes being made, that I, the collector under whom said port is operated, and in whose survey South Port is situated, not being made acquainted with the matter. If any official orders should be received by me from the department in regard to the appointment, you will be immediately apprised thereof.

“ I am, Sir, your obedient servant,

“ COLLECTOR.”

That purports to be a copy of a letter from George Gott, Amherstburg, who expresses his surprise that any change should be made in the office of collector at the outport, which is under his district. Now, Mr. Gott, no doubt, was very much astonished when he addressed his complaint on that occasion to the wrong party, when he knew that some person had got possession of that office in an illegal way, and I think it was his duty to have called the attention of the Minister to that circumstance at that time. But, as a matter of fact, Collector Gott and all these collectors were in the ring, they understood the plot, they were working in order to secure the vote of the electors of Pelee Island, and he purposely, no doubt, kept quiet on this subject until long after the election. The next document I will present consists of notes communicated to Mr. Atkinson :

“ Having received no instructions from either Ottawa or Amherstburg, at the opening of navigation I went to Windsor on 7th April, and called at Custom house; could get no instructions there; telephoned Collector, Amherstburg, who informed me that he could give me no instructions. I then wrote to the Minister of Customs as follows :—

“ HON. M. BOWELL, Minister of Customs,  
“ Ottawa, Ont.

“ DEAR SIR,—On the 21st day of February, 1891, I received the following telegram from Mr. Miles Cowan, acting Collector of Windsor, viz.: ‘The Minister of Customs has ordered me to inform you that you are appointed Customs officer at Pelee Island in the place of F. B. McCormick.’

(Sd.) “ MILES COWAN.”

“ I also received a letter from Mr. Cowan stating: ‘Your telegram dated at Norwood, 20th February, 1891, which read as follows, viz.: Inform J. H. C. Atkinson that he has been appointed Customs officer on Pelee Island in place of Mr. McCormick removed, and order McGlashan back.’

(Sd.) “ M. BOWELL.”

“ For MILES COWAN, Acting Collector.”

"I at once took possession of what of the office I could get, and have since acted for your department on the Island by giving clearances and accepting duties. I have called for instructions and have not received them as fully as I should, and now apply to you to give them to me.

"Yours truly,  
"J. H. C. ATKINSON."

The next communication was a letter from the collector at Amherstburg to J. H. C. Atkinson, dated on the 29th of April, as I wish the House to remember, after the election was all over and the excitement had subsided. Mr. Gott was a very active man in that contest, and I shall refer to that matter before I sit down. Now, to show that he was in this plot, here is a letter dated the 29th April, some time after the election. He allowed Mr. Atkinson to remain at his post, the man who, he states, had usurped the office and taken possession of it in an illegal way, and he now calls upon him to surrender the same :

"SIR,—I have to request you to cease acting as an officer of the Customs until you are legally authorized to do so. No person can have any right to act as an officer of the Customs until duly appointed, or until the office had been regularly handed over to him. I am responsible for the actions of all officers of Customs in my survey. I stated to you before that when I received any instructions about you, I would let you know; therefore, if you have taken possession of any Customs books, papers or other property of the office, you must at once deliver the same to F. B. McCormick, sub-collector of South Port. I know no other person on Pelee Island as an officer of Customs but him. You must understand I am personally responsible for any irregularity that may occur (if any). I therefore feel that I cannot allow the interests of the Customs Department on Pelee Island as now conducted.

"I am, Sir, your obedient servant,  
(Sd.) "GEO. GOTT,  
"Collector.

"I have handed to officer McCormick a copy of this.  
"GEO. GOTT, Coll."

This, Mr. Speaker, was evidently written on the collector's own account. He does not state that he was authorized in any way to request that the office should be vacated. He does it on his own account; he is collector and is responsible for the actions of all officers of Customs in his survey, a point which would have been well taken if it had been taken as soon as the collector knew about it. I have other documents which will throw light upon this matter. One is as follows:—

"CUSTOMS, CANADA,  
"COLLECTOR'S OFFICE,  
"AMHERSTBURG, 30th April, 1891.

"J. H. C. ATKINSON, Esq.,  
"Pelee Island.

"SIR,—The following is a copy of a letter of instructions I have received from the hon. the Commissioner of Customs, received since I sent a letter to you on the 29th instant.

"CUSTOMS DEPARTMENT, CANADA,  
"OTTAWA, 28th April, 1891.

"GEO. GOTT, Esq.,  
"Collector of Customs, Amherstburg.

"SIR,—I am instructed by the hon. the Minister of Customs to inform you that, pending further investigation by a special officer of the department, the intended appointment of Mr. Atkinson as sub-collector of Customs on Pelee Island will remain in abeyance. You will, therefore, instruct Dr. McCormick to resume his duties as sub-collector on the Island until further instructed.

"As soon as the special officer's report is received, such action will be taken as will be deemed most in the interest of the revenue and the people of the Island. Notify Mr. Atkinson and Dr. McCormick of the contents

of this letter, and pay Mr. Atkinson for services rendered by him at the rate of \$400 per annum.

"I have the honour to be, Sir,  
"Your obedient servant,  
(Sd.) "J. JOHNSON,  
"Commissioner."

"I have, therefore, to request you to call at my office at your earliest convenience, so that I may take account of your services.

"I am, Sir, yours respectfully,  
"COLLECTOR."

Here is a copy of Mr. Atkinson's reply to Mr. Johnson's letter :

"PELEE ISLAND, 2nd May, 1891.  
"GEO. GOTT, Esq.,  
"Collector, Amherstburg.

"SIR,—Your letters of the 29th and 30th April have been received and contents noted.

"Yours truly,  
"J. H. C. ATKINSON."

As I have pointed out, on April 28th when the hon. Minister had no political axe to grind, we find that he is animated by laudable interest in the revenue and the people of Pelee Island. Although the hon. gentleman perhaps did not know the extent of the plot, it was certainly very indiscreet and improper for the Minister of Customs, or any man in his station, to make an appointment in that way. The hon. Minister may not have been aware of the desperate efforts that were made in the South Essex contest, of which this matter is only one instance; but I submit that it is the duty of the Minister of Customs to explain to this House and to the country, and particularly to the people of Pelee Island and of South Essex, who have been deceived in this matter, why a telegram was not sent from Ottawa, the seat of Government, but from Norwood, and a public office handed over from one party to another to secure votes, and while I obtained the majority of the votes, I did not get the vote I expected, on account of these efforts of the Conservative party to secure a victory in South Essex. I have another matter in connection with this affair which shows the length to which these men proceeded at Pelee Island. The telephone between the mainland and the Island is under the control of the Government. It was well known to the political party to which I belong that it was very dangerous for us to communicate with the island by telephone; still in some cases we were obliged to do so. In regard to this collectorship business, I find—or the person who was temporarily appointed there but not really appointed, found—there was a telephone message intercepted at one of the stations, and that message was used by the Conservative Association of the town of Leamington. Complaint of the matter has been made to the Government or to the proper officer, the inspector of the Government telephone system, but no action has been taken. I propose to read an affidavit in regard to the way this telephone system is conducted, and to show the injustice and insecurity of the manner in which it is operated, to which the attention of the Government has been called. The affidavit is as follows:—

"PELEE ISLAND, ONT., May, 1891.

"1. I, John Finlay, J.P., do solemnly declare that on the 28rd day of May, 1891, I was personally present at the interview between J. H. C. Atkinson and F. B. McCormick, at the latter's residence at Pelee Island in the County of Essex, Province of Ontario.

"2. That J. H. C. Atkinson requested Mr. McCormick to give him information with regard to the interrupting and copying of a conversation which has passed between the

said J. H. C. Atkinson and W. D. Balfour, M.P.P., on the 24th day of February, on the telephone cable between Leamington and Pelee Island.

"3. That F. B. McCormick did at first positively refuse to give the requested information, on the ground that he did not wish to get any person into trouble over the matter.

"4. That after some conversation regarding the matter, F. B. McCormick made a formal statement as follows:—  
"That on the 26th day of February, he, F. B. McCormick, was informed by Wm. Prosser, Fishery inspector, Leamington, that a copy of a telephone service conversation between J. H. C. Atkinson and W. D. Balfour, M.P.P., had been sent from station No. 2 of the telephone line between Leamington and Pelee Island to Mr. Smith, druggist, of Leamington, and secretary of the Conservative Association there. That he, F. B. McCormick, did see the said copy and learned that the conversation was intercepted at station No. 2 by a Miss Quick who was then visiting with the family of the operator, Wm. Grubb. That Miss Quick made an affidavit to the correctness of the said copy before him, F. B. McCormick. That he believed that the operator at station No. 2, Wm. Grubb, was aware of the transaction after the fact."

"And I make this solemn declaration conscientiously believing the same to be true and by virtue of the Act respecting extra-judicial oaths.

"Made and declared before me } JOHN FINLAY, J.P.  
this 26th day of May, 1891. }

"JAS. I. SRIGLEY, Sen., J.P. for Essex."

I read this affidavit for the purpose of showing that the attention of the Government has been called to it, and I propose to put a question on the Notice paper asking what action the Government intend to take in regard to this very serious matter. That is not a private telephone company, but is under the control of the Government, and the attention of the Government has been called to this misconduct, as is proved by a letter of acknowledgment. The reason I bring this complaint in here is to have it placed on record, for the matter is going to be followed up. It is simply scandalous that a telephone office should be used in this way. It is well known in Essex by the Reformers that, during an election contest, we cannot use with any safety the telephone line to Pelee Island; and we have the fact in evidence, it may be important or not, that a conversation was intercepted, used by the local Conservative Association, and subsequently reported to the Dominion Government. In order to show that the attention of the Government has been called to this matter, I will read the following letter:—

'J. H. C. ATKINSON, Esq.,  
"Pelee Island, Ont.

"DEAR SIR,—I beg to acknowledge the receipt of your letter on the 20th ultimo. The matter will be inquired into at once, and I will advise you of the result as early as practicable.

"I am, dear Sir, yours faithfully,  
"F. N. GISBORNE, Supt."

Nothing more has been heard of this matter. It was reported to the Government that there was evidence that such a conversation was intercepted and probably used. The parties complained to the proper officer, but, so far, they have been unable to obtain satisfaction. Now, Sir, these are serious charges, they are charges in which members on both sides of this House are interested. Most certainly the telegraph and telephone and post office service should be held sacred in this country. So far as that telephone line in Essex is concerned, we now know to our sorrow in many cases that it has not been so held. I do not know that I have anything more to say at this stage, except to call the attention of the Government to the conduct of the Collector of Customs in that riding.

Mr. BOWELL. Who signed that last letter you read: you did not tell us where it is from?

Mr. ALLAN.

Mr. ALLAN. It is signed F. N. Gisborne, Superintendent of Government Telephone Service, Department of Public Works. I state, Sir, that I believe the course of the hon. Minister is unprecedented. I do not think it would be possible for him to find such conduct as his justified by the conduct of any British statesman. I do not believe that in the United States any politician would do such a thing at any time, not even during an election contest. We find the hon. gentlemen opposite stating that they copy British precedents, but I venture to say that neither in England nor in the United States would it be possible to find a precedent for their conduct. However, we very often experience that if there is anything bad in the United States' system of Government, hon. gentlemen on the Treasury benches copy it. They have copied the National Policy and the Gerrymander from the United States, and they are to-day, by their course of conduct, ushering in what I believe to be that most pernicious principle, namely, that to the victors belong the spoils. In our section of the country, and I believe it is the same all over Canada, they have encouraged paid officers of the Dominion to go out and take an active part in election campaigns. In the riding of South Essex, the collectors of Customs took the stump from the start to the finish of the contest. Mr. Gott, collector at Amherstburg, was an active worker in the campaign; he is not a speaker and he did not take the stump, but he was an active worker. Mr. McCormick, who was collector of Customs, and who was ordered to report at Windsor, took an active part, as did also Dr. King, of Kingsville, and Mr. Scott, of Leamington, two collectors of Customs. It is a matter of regret to me that civil servants of this Dominion should be allowed to act in this way. I deplore the day when the Government of this country placed upon the Statute-book the right of these men to vote, for I believe that we are drifting into a system which will lead to the adoption of the very worst feature in the American system, that is, the principle that to the victors belong the spoils. I believe that these public officers should be neutral, and that they should not take any part in an election campaign. I would not expect, of course, that every person appointed to every paltry office in this country should lose the right of citizenship; that is too much to expect, but the line should be drawn somewhere. If a person accepts an important position like that of collector of Customs—whether he be Reformer or Conservative, I don't care which—it should be the policy of both sides of this House to prevent such a man from taking an active part in elections. I refer especially to the County of Essex, because I know of my own personal knowledge what did take place there, but I believe the same system obtains everywhere else over the Dominion. Every one of these officials I have referred to were active and bitter partisans, doing all they could against the Reform candidate. Not only was this the case with the four collectors of Customs, but it was also the case with other officials in the office. One gentleman was so active, and so much in the secrets of the party as to what the Red Parlour was able to do, that he thought it safe to put up money on the result, and he lost four or five hundred dollars on the result in South Essex. That showed that he was prominent in the secrets of the party workers, because on the

face of it South Essex should have gone for the platform the Liberals advocated by at least 500 majority. But this officer knew that there were such influences as public works and the Red Parlour, and he was so much in the secrets of the party that he lost four or five hundred on the result of the contest. I say that it is due to the people of Pelee Island, due to the County of Essex, and due to this House and to the Dominion of Canada, that the Minister of Customs should give an explanation of his extraordinary conduct in this matter.

Mr. BOWELL. Mr. Speaker, there can be no objection to bringing down such correspondence as is in the Department of Customs, and I dare say also, such as can be found in the Department of Public Works. The hon. gentleman has a great deal more correspondence in his possession than I ever saw or heard of. The hon. gentleman is quite correct in much that he has said in reference to the feeling on Pelee Island, but there are one or two statements which he made which it would have been better had he verified them by facts. In the first place he stated—and I mention this because it refers to one who is no longer here—he stated among other things that in addition to the letter or telegrams which he read of my own, a letter was also sent by the late First Minister to the effect that if they would vote for the Conservative party, and against the hon. member himself, Mr. McCormick would be removed from the Island and another officer substituted in his place. Whether that be correct or not I am not prepared to say, for the reason that I never had any conversation with the late First Minister in reference to the appointment of Mr. McCormick, or the substitution of Mr. Atkinson during the short period in which he performed the duties of sub-collector on Pelee Island. I doubt very much whether, knowing as I do the cautious manner in which the late First Minister carried on correspondence of that kind, that he ever wrote such a letter. He may have written a letter. I am not prepared to say that he did not, as I repeat I know nothing about it, but I question very much whether any letter can be produced containing the promises which the hon. gentleman has said were contained in that letter. I shall say no more in reference to that matter. The statement of the hon. gentleman (Mr. Allan) is quite correct with regard to the difficulties which occurred upon the original appointment of Mr. McCormick and the feeling which existed on the Island at the time. Mr. McCormick—after the death of the elder McCormick, who was, I think, his uncle, but I will not be positive about that—was recommended to the department as being a man of education, and a man well fitted for the position to which he was appointed, and which was worth about \$300 a year. A protest was at once entered by the people of the Island against that appointment. They declared the doctor, for certain reasons which they gave, to be unfit, morally and otherwise, for the position. I made full enquiry at the time, and found, to my satisfaction, that the opposition to the doctor arose more from family difficulties than from any want of knowledge or ability on his part to perform the duties of the office. Constant letters of complaint, and, if my recollection serves me aright, petitions demanding his removal were

received by the department from the people there. I made enquiries through the inspector, Mr. Mewburn, who certainly will not be accused of being one of those monstrous Tories to whom the hon. gentleman has referred. He was one of the appointments of the Government of Mr. Mackenzie, and he is just as strong in his views and sentiments as the hon. gentleman who has addressed the House. But I will say this for him, that I believe him to be an honest and straightforward officer who conscientiously performs all the duties of his office. His report was that Dr. McCormick was performing his duties on the Island efficiently. Still, the rebellion continued, until I promised more than a year ago that I would make further investigation, and, if possible, make a change and appoint some one who would suit the people. At the time to which the hon. gentleman refers trouble had arisen, but not, so far as my knowledge goes, to the extent which the hon. gentleman has represented. I did order, not the dismissal of Dr. McCormick, but his removal to another port. That Mr. Gott may have felt a little chagrined at not being informed of what was done by the department may be perfectly true. There are many persons who, from the position they hold, think that whenever the head of the department or those who have the responsibility at headquarters, make a change, they should be consulted or should be notified of it. Dr. McCormick was ordered to report for duty at Windsor, where at that time an additional official was required. The hon. gentleman tells us that he did not go there. That was a matter that I knew nothing about until some time afterwards.

Mr. ALLAN. He did not stay there. He may have gone there.

Mr. BOWELL. I subsequently heard from Mr. Gott that he was at Amherstburg, and that he preferred not going to Windsor. A notice was given to Mr. Atkinson to perform the duties of the office. I think the hon. gentleman was quite correct in saying that my letter to Mr. Atkinson stated that he would be appointed. I was not in the city of Ottawa when that was sent, and the probabilities are that he would have been appointed, notwithstanding the fact, of which the hon. gentleman informs us, that he was a great admirer of himself and the unrestricted reciprocity—I was going to say sad, but I do not desire to be disrespectful—the principles of unrestricted reciprocity which the hon. gentleman was advocating, and on which he was contesting his election at that time. But I found the rebellion against him still greater and the objections to him much more numerous on the part of the people than they had been against Dr. McCormick. When the papers come down, the hon. gentleman will see the petitions were large and numerous signed; I do not vouch for their respectability, but I take it for granted that all the farmers and residents of that island are respectable people. After looking carefully into the whole matter, as there was such diversity of opinion, and as I had no positive information in the department of malfeasance of office on the part of Dr. McCormick, I decided that I would reinstate him in the position, and send an officer to make full investigation into all the charges made against him, personally as well as officially; and that, if it should be found that he had been guilty of any of the charges, I would remove him alto-

gether from the service, and appoint some one else instead. It is quite evident that the people of the Island, for what reason I do not know, would scarcely be satisfied with anyone; and I can only come to this conclusion: that it would be much better to send a stranger there, although the patronage which is supposed to belong to those who live in the immediate locality would thereby be taken from them, though I do not believe in all cases that it is at all advisable, in the interests of the revenue, that in every case the parties living in the immediate locality should be consulted as to the person who should be appointed to the position of revenue officer—from the fact that if a collector of Customs or a preventive officer, or any person having to do with the revenue, particularly the Customs revenue, and with smuggling and violation of the law, has many friends in the locality, he is too apt to neglect his duty and befriend them at the expense, if not of the revenue, at least of the service and the law.

Mr. MILLS (Bothwell). It seems that the daylight protectionists are nocturnal free traders.

Mr. BOWELL. The hon. gentleman is not original. I know he is philosophical; but I protest most solemnly against his stealing the utterances of my hon. friend who sits behind him. I have a distinct recollection of the hon. member for Charlotte (Mr. Gillmor) giving utterance to precisely the same language a few years ago, and I have no doubt he was quite honest in doing so, however wrong the sentiment may be in principle. I do not know anything of the action of the officers to whom the hon. gentleman has referred. What course Mr. Gott or Mr. King took in the election was unknown to me. I never had the pleasure of meeting Mr. King but once in my life. In fact, if asked what his politics were, I could not have answered; but I suppose Mr. Gott would have recorded his vote, if at all, in the Conservative interest. I do not know whether he did that or not, or whether he took any active part in the election; but if he did so, he did nothing more than many other Customs officials throughout this Dominion, who worked in the interest of the party with which the hon. gentleman is connected.

Mr. McMULLEN. No, no.

Mr. BOWELL. Of course I could not expect the hon. member for North Wellington to believe what I say.

Mr. McMULLEN. We do not expect any other statement from you, at any rate.

Mr. BOWELL. There is a species of insolence on the part of the hon. gentleman, which it would be unparliamentary to properly refer to. I reiterate the statement I made, that if the officers in the south riding of Essex worked against the hon. gentleman, I was not aware of it. If they did they did no more than many others who worked in favour of the party my hon. friend supports. The hon. member from Wellington may deny that if he pleases.

Mr. McMULLEN. Give us the names.

Mr. BOWELL. I do not propose to stand here and be catechised by the hon. gentleman. I make the statement, and if the hon. gentleman can controvert it, let him do so. But let him ask any hon. gentleman from Prince Edward Island, whether officials connected with the Customs there did not

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work, and work energetically against the Conservative party in that Island.

Mr. DAVIES (P.E.I.) I fail to know it.

Mr. BOWELL. Does the hon. gentleman pretend to say he knows the action of every officer on the Island, whether a preventive officer or other officer, or whether in Charlottetown or elsewhere?

Mr. DAVIES (P.E.I.) The hon. gentleman appealed to members from Prince Edward Island, and I answer him by saying that my knowledge of the Customs officials there is not limited, and I know none in Prince Edward Island who supported the Opposition candidates.

Mr. YEO. I also come from Prince Edward Island, and I know none.

Mr. BOWELL. I have heard of a case in which a man was accused of stealing a horse, and only one man swore to the fact, when the accused told the judge very seriously that he could bring a dozen men who would swear that they did not know it, and did not see him stealing the horse. I think my hon. friends are exactly in the same position. When I receive complaints demanding the dismissal of an official because he worked for his own party, I positively refuse to comply on the ground that the law gives Customs officials the right to vote and work in the interests of their party, and I lay down the principle that it would be dangerous to adopt the view which the hon. member for South Essex takes, when he says that to the victors belong the spoils. Of course, I believe that in all cases when there is a vacancy, that vacancy should be filled by the party in power from its own ranks; but I presume what the hon. gentleman means to imply is that we should adopt the principle which obtains in the United States, and which did obtain before Confederation in Prince Edward Island, namely, that upon the accession to power of a new Government, every officer opposed to it should be dismissed from his position and another appointed.

Mr. ALLAN. That is what it will come to.

Mr. BOWELL. Why should it come to that?

Mr. ALLAN. By the course the Government have taken.

Mr. BOWELL. The hon. gentleman did not, during the whole of his speech, cite an instance of an officer who had opposed the Government having been dismissed for that reason. Neither did he give any instance in which a political opponent of the Government had been removed from office and a supporter of the Government put in his place.

Mr. McMULLEN. I will give you one in a few minutes.

Mr. BOWELL. I have no doubt the hon. gentleman wants to obtain a pretext—thinking that the time is not far distant when his party will be in power—which will justify his party in carrying out the principle he advocates. I know nothing of the information the hon. member for Wellington may give the House, but I venture to make this assertion: that he will furnish no instance in connection with the Customs Department of an officer having been removed for political reasons, since I have had control of it, at any rate. I challenge him to furnish any such instance. He may instance cases of which I know nothing, and I am confident that in any cases he will mention there are other reasons than those of a political character

which prompted the removal. There have been men removed, as I stated in the answer I gave in connection with the Intercolonial Railway, for having been insolent to their superior officers and for having been intoxicated while on duty. These are good reasons for dismissal. Such instances may have occurred during an election contest when party feeling runs high, but party excitement is no justification for the insolence of any official towards those who are over him. I know nothing of the telegrams to which the hon. gentleman referred. I never heard of any conversation through the telephone being used for political purposes, and if any such be brought to my notice or that of my hon. friend and colleague, the Minister of Public Works, we will give it the fullest possible consideration and punish any one who has betrayed the trust reposed in him in so responsible a position as that of a telephone or telegraph officer under the control of the Government. As to the charge made against all these officials, of being in a ring or plot, I have nothing to say, for the simple reason that I have no knowledge whatever of the kind. My whole conduct in connection with this Pelee Island business has been directed by the reasons I have given; and I can assure the hon. gentleman that if I had the same thing to do over again, I would not hesitate for one moment, under the circumstances, to repeat my action, and I tell the hon. gentleman if Mr. McCormick is found to be what some members of his own family have represented him to be—if he be as bad as they say he is, I shall take care, if I remain in the Customs Department, to have him removed. If I find, however, that the feeling is simply of a personal character, I shall not deem it my duty to recommend to my colleagues his dismissal. And it is just as well the hon. gentleman should understand that the feeling against Mr. Atkinson is just as strong, if I am to believe the petitions sent to the department demanding—for that is the manner in which the people of Pelee Island treat their officials—to have him removed, as it is against Dr. McCormick. I have no reason to think that Mr. Atkinson is unfit for that position. I believed it to be in the interests of the revenue and the Customs Department that Mr. McCormick, at the time, should be removed to another sphere of usefulness where he would be away from those personal feelings which are so strong against him, and another man put in his place. I found, however, that the personal feeling was just as strong against the person who was recommended for the position, and, under all the circumstances, I felt it was only a matter of justice to Mr. McCormick that he should be reinstated, as the other gentleman had only been temporarily named and not appointed by Order in Council. I did use, I doubt not, the word "appointed," but, under the circumstances, had I reflected, I would not have done so. The gentleman named was placed in the position by a letter from the head of the department and not by an Order in Council, so that it rested with the head of the department to remove him in the same manner. I shall not reply to the hon. gentleman's tirade against the officials. So far as I know, they perform their duty. If they had worked against him, I do not think I would have said they did not do their duty in that case, but that, however, is a matter of opinion. So long as the law gives Customs and other officials the right to record their votes, and they do so in an

inoffensive manner, without insulting their opponents or members belonging to the other party, I shall never interfere with them. It may be a question, as the hon. gentleman says, whether any official should be given his franchise. That is, I admit, a disputable point, and when the House decides that officials shall not vote, it will then become the duty of any Government to remove them should they violate the law in that respect. But, so long as they have the right to vote, I shall not individually find fault with them as long as they simply record their vote and exercise their franchise in a legitimate and gentlemanly way.

Mr. MILLS (Bothwell). That is not the complaint. The complaint is that they have taken the stump.

Mr. BOWELL. I have already told the hon. gentleman that I am not aware of that, and if the hon. gentleman lays down the principle that men in the employment of the Government should be removed for taking the stump either for or against the Government, I am inclined to think that there are a good many of his friends in the Dominion who would lose their positions. The hon. gentleman shakes his head, but human nature is the same in the Grit as it is in the Tory.

Mr. LAURIER. You should make the punishment the same on each side.

Mr. BOWELL. I have no doubt that, if the hon. gentleman were in power, and his friends were to advocate his policy, and try to keep him in office, he would keep them in their positions, and that, in his quiet and pleasant manner, he would turn out of office every one who spoke against him. That is the interpretation which I put upon his statement, because we all know the course which the hon. gentleman will take whenever he crosses the floor, which I hope he will not. The hon. member will have these papers brought down. He has made a mountain out of a very small mole-hill. I do not begrudge the hon. gentleman the feeling that he owes his election to the appointment of this man at a salary of \$200 or \$300, but, surely, if by our action we could transform the opinions of all the Conservatives in the country and lead them over to the other side, hon. gentlemen opposite should thank us for doing so. It is the first time in my many years of political life that I have heard Liberals complaining of the Government for making people their friends. I will endeavour, if I live long enough, to visit that Island, which I believe is a garden situated in the midst of a lake, in order to see that the people there are re-converted to the true faith, and that they do not vote for the hon. gentleman again.

Mr. PATERSON (Brant). We have been hearing lately of so many questionable transactions on the part of the Government that a new case, when it is brought forward, seems not to strike the House with the force it otherwise would, but I think you, Mr. Speaker, must agree with me that this is a very serious charge, and that the idea of prostituting one of the public departments so as to disarrange the public service for the purposes of an election is a charge which should receive serious attention at the hands of this House. The Minister of Customs virtually admits that my hon. friend (Mr. Allan) has presented his statement truthfully and fairly, but he says he has tried to make a

mountain out of a mole-hill. The Minister has had the reputation of being a very efficient man at the head of his department, but I fear he will lose his reputation in connection with this matter. What are the facts of the case? He takes exception to the statements made in the letter which was alluded to, and says he does not know whether that was so or not. My hon. friend says this letter was used among the electors with the intent of influencing the election. The Minister said he does not know anything about it, and that is the only answer. Here is a sub-collector of Customs at Pelee Island who is so obnoxious to some of the people of that island that they object to support the Government candidate, provided this officer is retained in his position. That came to the Minister's knowledge. He frankly admits that it came to his knowledge before this, and that he took the precaution of enquiring into the charges against this officer in order to see whether the objection taken was owing to his neglect of public duty, or was due to personal pique or private malice on the part of some who had feelings against him. The result was that he ordered Mr. Mewburn, the inspector of Customs, to visit that outport and report, and the Minister of Customs states that the report was that Mr. McCormick was discharging his duties in the public interests and in a satisfactory manner, and that any feeling against him was a local feeling and the result of a family feud that had sprung up there. Consequently the Minister left him in possession of his office. He did not deem that the fact of some of his relatives not desiring him to retain that office was a sufficient ground for removing him as long as he was discharging his duties satisfactorily in the public interest. If that is so, and no one finds fault with that, how comes it that, when he had already judged that man to be a proper man to retain in office, when he had the report of the official whom he sent there that he was a proper man to retain there, how comes it that, with no subsequent violation of duty on his part, the Minister of Customs, who had stood by this officer from 1888 to 1890, thinks proper on the eve of an election to remove that officer and appoint another in his place? Is that the way in which the Customs Department is administered? He does not deny that, from a village in the County of Northumberland, away from his department, away from his duties, he telegraphed, not that an appointment was intended to be made, but that the appointment of Mr. Atkinson had been made in place of Mr. McCormick, and that Mr. McCormick was to report himself at Windsor because they wanted an extra man there. Mr. Atkinson then assumes the position, but Mr. McCormick does not report to Windsor where they wanted additional help, but, in violation of the Customs rules and regulations, and by a clear act of insubordination, Mr. McCormick goes to the port of Amherstburg, where the Minister does not say he is required at all; and then, because he has been insubordinate and has not performed the duty he was ordered to perform, instead of his being punished, we find he is reinstated in his position, while the man who was appointed in his place is summarily dismissed. Is that the way the Customs Department is worked; that servants who are insubordinate and refuse to obey the demands of their superiors, are to be rewarded by being restored to their position again?

Mr. PATERSON (Brant).

Now, then, he says that Mr. Gott, the collector at Amherstburg, of which Pelee Island is an outport, might have felt a little chagrined about this, but he wanted them to understand that the heads of the department might do as they pleased in reference to this matter, but he was not bound to consult them. Does the Minister of Customs want the House and the country to understand that this Mr. Gott, who is the officer at Amherstburg, in which district Pelee Island is an outport, who himself says, as he has stated in the letter that was read by the member for South Essex, that he is responsible for the action of the sub-collector at Pelee,—does the Minister want us to understand that he is at liberty to appoint a man to that position without notifying the officer at Amherstburg, without receiving any instructions from him, and placing that man Atkinson in possession there, while the collector, under whom he worked, to whom he was responsible, who was responsible for his work, has no official communication in reference to that matter at all, and refuses to give him any instructions with reference to it? Sir, the action of the Minister of Customs was this: with the view, as I verily believe, of influencing the election, he placed this man, irresponsible, according to his own showing, in that outport of Pelee; that man was there giving clearances, acting in the name of Her Majesty, receiving Government fees, discharging the duties of the position, and he is there without any authority or responsibility to any one, and without any instructions from any one. That is the position in which the Minister has declared this matter to stand. Sir, the House, I think, will admit that of the many transactions of a questionable nature that have been brought to their notice, this, perhaps, is the most questionable of all. Viewed from whatever point you may view it, viewing the fact of the dismissal and the removal of a man against whom, he says, there was no charge of neglect of public duty, the subsequent insubordination of that officer after his removal, if we are to accept the testimony of the Minister; then after that his reappointment over this other man that had been placed there, and this man only being removed, because, as the Minister says, there were complaints against him as well as against McCormick. Well, he says he intends to send an officer up there to look into this charge against McCormick, and if he is really blameworthy, he intends to have him removed. Why did he not send his commission up before he removed Mr. Atkinson? Why did he not investigate the charges against Atkinson, the recently appointed man, appointed by himself? Why did he not give him an opportunity of an investigation? Why is he summarily dismissed, when receiving a salary at the rate of \$400 per annum, while McCormick, against whom the charges are made, and made so strong that he had him removed during the election, was appointed in his place? Sir, I think the position of the Minister of Customs will not bear investigation on that point. They talk about the American system. What has that to do in reference to the cause of the dismissal of Atkinson, that the Minister of Customs should have referred to it? What is that but the American system? Is it the Canadian system? Is it the British system, that a man who is appointed by a Minister to a position in the Civil Service of Canada, shall, without any charge being proved against him, without an investigation

being made, be summarily dismissed? Is that British precedent? Is that the administration of Canadian affairs? But that is what the Minister has done in this case. He appointed a man. He says there have been charges against that man; he has not investigated them; but without investigation, simply upon the charge, he has dismissed that man from the public service. Are the public servants of Canada holding their tenure of office on so slight a thread as that the Minister may one day appoint them and a few days after discharge them, without any charges being made against them by any one, without any charge being sustained or admitted to be sustained against them? No, Sir, the House must admit that it is a questionable transaction, that the hon. member for South Essex has made his point, that the Minister of Customs was not above using his official position in order to influence an election in one of the ridings of this country, even though he demoralized the public service, the service of his department, in order to accomplish it, and has been guilty throughout it of irregularities in the removal of Mr. McCormick and reappointing him, after insubordination, to the same position, and in the appointment of Mr. Atkinson and his subsequent dismissal without any charge being alleged against him. Sir, the Minister of Customs seems to justify these men as having acted properly and rightly in the discharge of their official duties. These different Customs officers, we have been told, went through the County of Essex appearing on a public platform and using their influence in the contest upon the Government side. He claims they had a perfect right to do so, and he instances the alleged fact that officers were found doing that on the other side, and so far as he was aware they have never been discharged. He was unfortunate in citing the case of the officers of Prince Edward Island, unfortunate, at least, from the circumstance that two of the prominent members from the Island were unable, from their own knowledge, to substantiate that statement which he had made. He alleges that on the Intercolonial Railway, at some place, men may have been dismissed who were taking an interest in elections. The two hon. members from that province state that these men were not dismissed because they took an active part in political matters, but because of insolence to superiors. Sir, we can understand that when the Government wish to discharge a man, they may, perhaps, be able to find some reason that will justify the action to themselves; but whether that be the case or no, the fact remains that this man Atkinson, appointed by the Minister, discharging the duties assigned him by the Minister and, so far as the Minister knows, discharging those duties efficiently and well, is summarily, without any cause being proved or established against him at all, removed from his position. Sir, I need not enlarge further on that point. It is well that it is not a controverted point. It stands in all its nakedness before the House, as presented by the hon. member for South Essex, a shocking transaction in its own character, as viewed I trust by the majority of the members of the House, and I regret that the Minister of Customs himself has not been able so to view it.

Mr. INGRAM. I would like to ask the hon. gentleman whether he approves of Ontario officials

taking part in provincial or Dominion elections, either on the platform or otherwise?

Mr. PATERSON (Brant). If the hon. member were not a new member, I think the Speaker would call his attention to the fact that he is not discussing the question at all. At the proper time and in the proper place, I will give the hon. gentleman the answer he wants.

Mr. INGRAM. In rising to ask the hon. gentleman this question, I believe that I am performing a public duty. A few years ago I entered the Provincial Legislature of this province, and I contended then, as hon. gentlemen are contending now, that civil servants should not be permitted to take part in elections. I am acquainted with the gentleman whose name has been brought before the House to-day, Mr. McCormick. I have known him for a number of years, and I believe he is competent to fill the position of collector of Customs for Pelee Island. I know also that there is a local prejudice against Mr. McCormick on that Island, caused by family quarrels and other things of that character. I do not pretend to justify the course taken by the Minister of Customs in this case, nor do I intend to condemn the Minister of Customs for his action on this occasion. I have thought it best to wait until the evidence was brought down to this House, in order that I might be in a position to judge whether he has done wrong or right. While a member of the Local Legislature I called the attention of the Government of this province to the fact that many civil servants were taking part in elections. I believe civil servants who are drawing money from the public treasury have no right to take part in elections, while I hold they have a right to cast their ballots in favour of whomsoever they please; but if they go beyond that, they were not doing their duty and should not be permitted to remain any longer in the service. The Government told me: Why did I not use my influence with my friends in Ottawa and have them carry out these views? I contend that so long as a man is in the Civil Service he has no right to go on a public platform and discuss public questions.

Mr. MULLOCK. What about Sir Charles Tupper?

Mr. INGRAM. I do not look on the High Commissioner as an ordinary public servant. I believe he was quite justified in the course he took in the last election, knowing that if the hon. gentlemen opposite came into power he would immediately cease to hold that position. If hon. gentlemen opposite are prepared, and if this Government is prepared, to frame a law that will deprive civil servants of the power to take an active part in elections, I am prepared to support it. But what astonishes me most is that hon. gentlemen opposite should rise in their places and condemn this Government for the very acts that are committed by the Provincial Government, which they support, and against which they have not a word to say. Hon. gentlemen opposite, when civil servants of the Local Government take part in their elections, should first condemn them for doing so, and then they could consistently ask the Dominion Government to prevent the civil servants of the country taking part in the elections.

Mr. McMULLEN. From the time I first had the honour to sit in this House, down to the pre-

sent moment. I have never noticed a more flagrant case of impropriety charged against a Minister of the Crown than that brought forward to-day in connection with transactions at Amherstburg. It is quite clear that the Minister of Customs was very anxious that Mr. Wigle, who was running in that constituency, should be elected, and he was quite prepared to do any amount of wriggling in order to bring about that result. He was prepared to do anything if he could possibly bring about a change of votes, which would result in the election of the Government candidate. The Minister of Customs is a wily man and one who has been long in office, and no doubt he has skilfully kept his own name out of the ring, but at the same time, he managed to make the people of Pelee Island acquainted with his views, and sought if possible to secure their votes in favour of his particular friend at that time. The hon. gentleman, when he last addressed the House, mentioned me by name and challenged me to name a case in which a Government servant had been dismissed because he had opposed the Government. I will give a case. I admit it does not belong to the hon. gentleman's own department, but to the Post Office Department, and I am glad to notice that the Postmaster General is listening to my statement. I remember a case in Orangeville. A man had carried the mails from the station to the post office for over eight years, a man against whom no word of complaint had been laid, a man who discharged his duty efficiently, and a man who had carried the mails 19,000 times from the station to the post office, and the Postmaster General cannot out of all his correspondence bring forward any proof that a tittle of complaint had been made against him. About November 15th last he applied for a renewal of his contract. It was renewed for four years from January 1st last. But a very short time before the elections he was notified that his contract would end in ninety days. The reason, no doubt, was simply that he was not prepared to declare himself in favour of the Government candidate. He was dismissed in accordance with the notice he had received. He applied to the department for a reason why his appointment was cancelled, and from that day to this he has never received anything to show that a complaint was made. Of course, there is a clause in all contracts providing that the Government can at any time cancel a man's appointment if they see fit so to do, for reasons best known to themselves; but in all justice to a civil servant who has served his country so long, the Postmaster General should have given him the satisfaction of knowing if any complaints had been made against him. The hon. Minister would not go so far as to say there were or were not complaints made; but he was summarily dismissed from his position, after the contract had been renewed and he had prepared himself with a vehicle to enable him more efficiently to discharge his duties. This man was dismissed because he was not prepared to support the Government candidate then running in the constituency. There is a case, and I challenge the Postmaster General to place before the House all the particulars in regard to these cases. I am aware that the hon. member for Cardwell (Mr. White) knows a little about this case; his name is mentioned in the letter I have before me. The Government have been asked for explanations

Mr. McMULLEN.

and have been written to by several parties—I will not name them—in order to obtain an explanation, but none has been given. Moreover, the candidate running in the interests of the Government in that constituency declared that the appointment of the mail carrier between the post office and the station would not be made until after the election, and he held the appointment in his hand, and the other had been dismissed. The Minister of Customs challenged me to name a case, and I have given one, and it is one that is not creditable to the Government or to the department.

Mr. BOWELL. Why do you not quote correctly? I challenged you to give an instance from the Customs Department. I said nothing about any other department.

Mr. McMULLEN. You said I could not give an instance in connection with the Government.

Mr. BOWELL. No; and I am not prepared to admit that this is an instance.

Mr. McMULLEN. You spoke generally at first and afterwards you spoke in regard to the Customs Department. My hon. friend did not pay hon. gentlemen opposite a compliment when he said that no member of the British House of Commons or the British Government would be found mixed up in a transaction of this kind. I admit that, and it was no compliment to compare them with the class of Canadians in the Government at the present time. They would not consider it a compliment if they read the remarks of my hon. friend from Essex on this matter. I contend that the course adopted in dealing with all petty offices of this kind had been clearly shown to be for the purpose of trying to keep the party in power, and the standard of political morality has been lowered and lowered until it has descended to a level when a petty official occupying the position as mail carrier from the station to the post office, at a salary of from \$60 to \$100 a year, is removed because he will not vote for the Tory candidate. It is quite clear that hon. gentlemen opposite wish the country to understand that they intend to follow the principle to the victors belong the spoils. It is quite evident from the case brought before the House by my hon. friend from South Essex (Mr. Allan), that a gross outrage was perpetrated in his constituency, but it did not succeed.

Mr. ADAMS. I desire to reply to the hon. member for North Wellington (Mr. McMullen) and to teach him a lesson in prudence so far as regards attacks on the Government. I found in my county that nearly every official was the opponent of myself, who was running in favour of the Government of the day. The most important positions in my county were held by prominent Grits, as we call them, or Liberals if you like to call them, and the county from one end to the other was honeycombed by Government officers appointed by the Liberal Administration, or by the sanction of my opponent, Mr. Mitchell. Those men fought their way from one end of the county to the other with petitions soliciting votes for my opponent, and they canvassed from platform to platform, and from parish to parish, and hounded the Government of the day although they were in receipt of salaries from the Government ranging from \$1,200 to \$500, and some of them even down to \$100 per annum. I recognize the great principle that these officials had a right

to cast their votes in what way they pleased; but the moment they took to the public platforms, the moment they went from village to village to oppose the policy of the Administration of which they are the servants, then it is the bounden duty of the Government—no matter what Government may be in power—to dismiss those public servants who attacked the Administration from which they received their salaries.

Mr. MILLS (Bothwell). Or who supported it, either.

Mr. ADAMS. The hon. member for Bothwell (Mr. Mills) says "or who supported it." I may tell the hon. member for Bothwell (Mr. Mills) that if the official who acts this way is a supporter of the Administration he takes his position in the palm of his hand, and he is liable to dismissal. That is a clear principle; but if the official is in the employment of the Government in power, if he is a servant of the Crown, what right or what justification has he to take the platform against a supporter of the Government, and to hawk round a requisition up north and down south, and for hundreds of miles in the interior of the country, soliciting names to that requisition which guaranteed to the opponent of the Government the confidence of the electors, and which, if sufficiently signed through their canvassing would return the opponent of the Government at the polls? Let me call the attention of the House to a further fact in connection with this matter. A census enumerator was appointed on my recommendation by the Minister of Agriculture, and in the recent election contest I found my opponent declare on the platform and with uplifted hands, that if the Government were defeated in the contest, he, as a follower of the Liberal party, guaranteed to the people the dismissal of this census commissioner; and further, that every official in the county holding office under the present Administration would be immediately ejected from their offices. My opponent declared that if the Liberals were returned to power no Liberal-Conservative would any longer hold an official position in the County of Northumberland. If that be a correct declaration of the principles of the Liberal party, if that be a declaration which guides the policy of the Liberal party throughout the country; then the remarks of the hon. gentleman who last spoke are in exceeding bad taste coming from his lips, and I think that the Government should be censured for keeping in office men who are traducing the principles of the Government, and the policy of the Government, and the acts of the Government from every platform; men who are condemning the Government and holding them up to ridicule and scorn, and vilifying and maligning every public act which the Government does. In my opinion, these officials, instead of being recognized by the Administration of the day, should be immediately removed from office, and the policy should be established that in future any person holding an office in the gift of the Crown or under the Executive of the country must keep neutral in an election contest. He should vote for whomsoever he pleases, for no person has a right to take from him his franchise, and no power has a right to influence him to the right or to the left, as his conscience may dictate; but the very moment an official takes the platform and attacks the Government, during an election cam-

paign, then that moment dismissal should follow. I have contested two elections in my county, one in 1887 and one in 1891, and, during the election of 1887, I found that Government employes, receiving large salaries from the Crown, were the most active, bitter, unrelenting and determined opponents of the Government and of myself. They followed me from parish to parish in my county, and endeavoured to refuse me a hearing in certain parishes. The lighthouse keepers especially, as also the brother of Mr. Mitchell, while others went from place to place to try and refuse me a hearing, by disturbing the audience. And yet, after all this, these men hold their position to-day, and there is not one word from the lips of hon. gentlemen on the other side of the House about the conduct of these officials in opposing me.

Mr. WHITE (Cardwell). I desire to say a word or two in answer to the hon. member for North Wellington (Mr. McMullen), who ventured the statement that the Government had dismissed, because of his political leanings, the contractor who carried the mails from the railway station at Orangeville to the post office in that town. That statement rests upon no other foundation than the imagination of the hon. gentleman himself.

Mr. McMULLEN. I have his letter here.

Mr. WHITE (Cardwell). I care not what letter the hon. gentleman has. I happen to be thoroughly acquainted with all the facts connected with this matter, and I will frankly tell the hon. gentleman what all the facts are. About a year ago when it was known that this contract would expire in the month of October, I think, I wrote the Postmaster General and I asked that this contract should be put up to tender, in order that an open field might be given to all persons in that locality who desired to tender for the carrying of the mails. The Postmaster General answered me that that course would be pursued, but through some inadvertence in the office it was not done, and the contract was renewed to Mr. Mann, who had been the contractor, as the member for Wellington (Mr. McMullen) has said, for the preceding eight years. When that course was taken I remonstrated with the Postmaster General, and upon my remonstrance he cancelled the contract after it had run for about three months, and advertised for new tenders. Mr. Mann had the same opportunity then of obtaining the contract as every other gentleman in that locality had, and the contract was awarded to the lowest tenderer at a saving to the country of \$55 per year. Mr. Mann's price was \$230 and the price obtained by the present contractor is \$175. That is the whole story of this contract from beginning to end, and the hon. gentleman can see if he wishes to that the contract was not cancelled because Mr. Mann was a Liberal in politics. So far from that being the case, I believe that Mr. Mann was a supporter of Mr. Wm. Henry Hunter, who was the candidate in Centre Wellington at the recent election. The contract with Mr. Mann was cancelled, simply because, through inadvertence in the Post Office Department, the opportunity which other gentlemen in that locality desired to have of tendering for the contract was denied to them, and when this mistake was rectified and the decision was arrived at to call for new tenders, the lowest tenderer was awarded the contract. That is

the whole story in connection with the mail carrying contract at Orangeville.

Mr. MACDONELL (Algoma). The hon. member for North Wellington (Mr. McMullen) would have very little to complain about if he knew the difficulties which I, the Government supporter in the great district of Algoma, had to contend against. During my recent election I found that I had not only to fight a whole army of Ontario Government officials, but also had to fight an army of officials appointed by the present Administration. I found some of the postmasters appointed under the present Administration were adverse to the interests of the Government, and I found that to the extent that where notices of meetings were sent out in my district to be distributed to the people, they were held back by the postmasters until after the date for the meeting had expired.

Mr. DAVIES (P.E.I.) That's a very common thing.

Mr. MACDONELL (Algoma). No doubt it is, but it should not be a common thing by any means if the postmasters would perform their duties, and particularly so when the postage was paid upon these notices. I found more than that. I found that a postmaster in the District of Algoma was using the mails for his own business purposes. When I brought that to the notice of the Administration, what answer do you suppose I got? It was not that the man should be dismissed summarily, although he was a political opponent of mine and of the Administration of the day. They simply said: We cannot dismiss a man for that thing; something stronger must be brought against him. It was the same with other officials in that district. Every one of them without exception, I will venture to say, did not lose an opportunity to do what they could, not for me, a supporter of the Administration, but for the Opposition. The hon. member for North Wellington has nothing to complain of. I have very much more to complain of than he has, and I feel it strongly.

Mr. McNEILL. I move, seconded by Mr. Wood, of Brockville, that the House do now adjourn. I think this would be a fair compromise.

Mr. MILLS (Bothwell). The hon. gentleman cannot make such a motion in the midst of a speech.

Mr. McNEILL. I would ask who was speaking?

Mr. MILLS (Bothwell). The hon. gentleman had not finished his speech.

Mr. McNEILL. The hon. gentleman had resumed his seat.

Mr. MACDONELL (Algoma). I am willing that the House should lose the rest of the speech.

Mr. LAURIER. Some members rose desiring to speak on that motion.

Mr. SPEAKER. I did not see anybody rise.

Mr. DEVLIN. I have something to say.

It being six o'clock, the Speaker left the Chair.

### After Recess.

Bill (No. 77) respecting the Ontario and Rainy River Railway Company (Mr. LaRivière) was considered in Committee and reported.

Mr. WHITE (Cardwell).

### IN COMMITTEE—THIRD READINGS.

Bill (No. 60) respecting the Lake Erie, Essex and Detroit River Railway Company, and to change the name thereof to the Lake Erie and Detroit River Railway Company.—(Mr. Denison.)

Bill (No. 86) to incorporate the Brighton, Warkworth and Norwood Railway Company.—(Mr. Cochrane.)

Bill (No. 89) to incorporate the Kingston and Pontiac Railway Company.—(Mr. Ferguson, Renfrew.)

Bill (No. 90) to amend the Act to incorporate the Cobourg, Northumberland and Pacific Railway Company.—(Mr. Cochrane.)

Bill (No. 93) to incorporate the Ontario and New York Bridge Company.—(Mr. Kirkpatrick.)

Bill (No. 94) respecting the Kingston, Smith's Falls and Ottawa Railway Company.—(Mr. Taylor.)

### QUESTION OF PRIVILEGE.

Mr. COCKBURN. Before the Orders are proceeded with, I rise to a question of privilege. I hold in my hand a copy of the *Daily Examiner*, a paper published at Charlottetown, P. E. I., dated Thursday, the 25th June, 1891, and bearing, as its motto, the following quotation from Euripides: "This is true liberty when free-born men, having to advise the public, may speak free." Following this guiding star, I find under "telegraphic news, special despatches, tunnel correspondence," these words, dated Ottawa, June 25:

"In moving for correspondence regarding the tunnel, Davies made an excellent speech from a Prince Edward Island standpoint, avoiding all party politics, stating the Island's case powerfully, and made an admirable impression. Cockburn, one of the Toronto members, who is the present buffoon of the House, and who had evidently more than he could carry, attempted, in reply, to show that the Island was indebted annually to the Dominion by \$600,000."

Further on, the zeal of the honourable reporter had carried him so far that, in speaking of the appointment of the Royal Commission, he used these words:

"A good deal of noise and personal talk was indulged in during the debate. Several members were under the weather."

Now, I am rather at a loss to know what to do under circumstances like these, but I appeal to you, Mr. Speaker, as the guardian and representative of the liberties, privileges and rights of members of this House, to say if no means can be adopted, when members who endeavour honestly to do their duty in this House are blackguarded in this way, to put a stop to it. I find the paper, or rather the sheet, is on file in the reading room, and I think any man who could send a telegram of this kind or any paper that would receive it is no longer fit to be placed on the files of our Journals. I have not the slightest doubt that my friend from Queen's (Mr. Davies) knows nothing about this matter. He is too honourable and too high-minded a gentleman to have anything to do with it directly or indirectly, though I have been given to understand that this is an organ supporting him personally, but I think it right to state, in his absence, that I am as sure as I stand here now that he had nothing whatever to

do, directly or indirectly, with this baseless and foul calumny.

Some hon. MEMBERS. What is the paper?

Mr. COCKBURN. It is a little fly-sheet called the *Daily Examiner* and published in the thriving town of Charlottetown, and its guiding star is, "This is true liberty when free-born men, having to advise the public, may speak free."

Mr. AMYOT. Is it a Tory paper or a Grit paper?

Mr. COCKBURN. Really, I do not know. I was not aware that the paper was in existence. If this is a specimen of the papers published in the Island, I think the Island would be better without them.

Mr. LANGELIER. They say it is the principal Tory organ of Prince Edward Island.

Mr. COCKBURN. I have been given to understand the very opposite, but I do not think it matters very much on which side of politics a sheet like this is. It will only hurt the side it supports. I have brought this matter up in order to ask counsel of our Speaker as to whether there is no means under our constitution by which a stop can be put to blackguardism of this kind.

Sir RICHARD CARTWRIGHT. I think I can throw a ray of light on the question as to which side of politics this newspaper belongs to.

Mr. SPEAKER. I think I must interrupt my hon. friend, as there is nothing before the House.

Sir RICHARD CARTWRIGHT. I shall not keep you long; I shall only occupy one moment.

#### PRINCE EDWARD ISLAND TUNNEL.

House resumed consideration of the proposed motion of Mr. Davies for correspondence, &c., relating to the surveys for and construction and cost of a submarine tunnel between Prince Edward Island and the mainland.

Sir RICHARD CARTWRIGHT. It is not my present intention to interfere with the just rights of Prince Edward Island in any form, but in connection with this question I may say that I find that the Charlottetown *Examiner* received in the last year of grace, according to our Auditor's report, \$131.70 for advertising, and \$1,537.50 for printing, so that, if my hon. friend from Toronto (Mr. Cockburn) wants to deal out even-handed justice to this pestilent Tory sheet, the means are in his hands and in those of the Government.

Mr. McLEAN. In rising to address this House for the first time, I do so with a great deal of diffidence, especially as the subject under discussion is one of very great interest to the county I represent in this House, as well as to the Island from which I come. When the hon. member for Queen's, P.E.I. (Mr. Davies), made his speech the other day, in asking for the papers in connection with the proposed tunnel between Prince Edward Island and the mainland, I listened to him very attentively, and I was very much pleased with the speech he made on that occa-

sion. I think he laid the matter before this House in a very plain, reasonable and modest way, from a Prince Edward Island standpoint, and if there was any fault at all to be found with his speech, it was that he did not put the case of Prince Edward Island as strongly as he might have done, or as strongly as I believe he would have been justified in doing. The figures he used on that occasion to specify the amounts contributed by Prince Edward Island to the general revenue of the Dominion, I think, were underneath rather than above the mark. I notice, in looking over the blue-books, that the hon. member for Queen's did not take into consideration the amount contributed to the Dominion treasury from Excise, which amount I find is \$185,000. I think he gave the amount contributed from Customs correctly, as \$4.60 per head of the population, or for a population of 125,000, the sum of \$575,000. But he seems to have omitted the amount contributed from Excise, which is \$1.48 per head, or \$185,000. Adding these two amounts together, allowing that the people of Prince Edward Island contribute as much per head as do the rest of the Dominion, they contributed to the general revenue, from Customs and Excise, the sum of \$760,000. I may say that the remarks I would have made before this House at that time, had I spoken on this subject, would have been quite different from what they will be to-night. I was very much surprised to find that the opposition to this measure, as soon as it was moved, came from the hon. member from Centre Toronto (Mr. Cockburn). Sir, I believe that figures were never taken from the blue-books which did a province more injustice than the figures used by that hon. gentleman did to the Province of Prince Edward Island. It would be unreasonable for me, if I were attempting to-night to make a speech on the temperance question, to go to the blue-books and say that the city of Toronto from which that hon. gentleman comes, was the most drunken city in the Dominion of Canada. I have never been in the city of Toronto. But I could go to the blue-books and I could prove to this House just as conclusively as that hon. gentleman proved that Prince Edward Island had only contributed the sum of \$400,000—I could prove to the satisfaction of this House, taking the blue-books as they stand, that the city of Toronto consumed more liquor per head of the population than does any other part of the Dominion. I find on referring to the blue-books that the city of Toronto pays a duty on spirits of \$801,341; on malt liquors, \$8,056; on malt, \$155,676, which sums together amount to \$965,083. Now, I do not give these figures to show that the people of Toronto are addicted to the use of spirituous and malt liquors more than any other part of the Dominion, but I want to show that if I took the blue-books and gave the city of Toronto credit for drinking the amount of liquor produced in it, I should be pursuing an argument on the same lines as the hon. member for Centre Toronto the other night, when he showed that the city of Toronto paid more duty into the Government than the whole of the Maritime Provinces together. I want to show this House that duty was paid in Toronto on liquor that the people of Toronto never drank. The liquor was scattered over the whole Dominion and the parties who consumed it paid not only the duty on the liquor, but they paid the cost of manufacturing it, they paid the profits of the

wholesale dealer and of the retail dealer; therefore I claim that every province that imported any of that liquor from the city of Toronto, contributed to the revenue of this country just in proportion to what they drank. If I were to show from these figures—and the figures I have quoted will show it—that for each man, woman and child in Toronto, they consumed 10 gallons of spirituous liquor and 24 gallons of malt liquors, that would not be correctly stating the fact. I do not claim that it is so, and for that reason I want to show this House how ridiculous it is for any hon. gentleman to go to the blue-books and try to prove that a province, be-

cause it does not contribute directly to the revenue, is, therefore, a drag upon the rest of the Dominion. Taking the blue-books and referring to the Province of Ontario in another way, I think I can show this House, that Ontario does not stand in that proud position that the hon. gentleman would lead this House to believe. I have taken the provinces as provinces to show the population, the value of the imports, the value per head of the imports, the value of the exports, the value per head of the exports, the Customs duties, and the Excise duty, and the amount contributed per head in each province :

Province.	Popula- tion.	Value Im- ports for Consumption.	Per Head	Value Exports.	Per Head	Customs Duty.	Excise Duty.	Customs and Excise Duty per Head.
		\$	\$ c.	\$	\$ c.	\$	\$	\$ c.
Prince Edward Island.	125,000	585,859	4 69	887,755	7 10	160,223	43,119	1 63
Nova Scotia.....	500,000	9,304,148	18 61	9,468,409	18 94	2,288,337	318,712	5 21
New Brunswick.....	370,000	6,620,394	17 89	6,977,855	18 86	1,505,337	312,320	4 91
Quebec.....	1,700,000	45,485,026	26 76	44,348,693	26 09	9,952,451	2,793,543	7 49
Ontario.....	2,200,000	43,684,687	19 86	28,314,586	12 87	8,356,683	3,914,727	5 58
Manitoba.....	125,000	2,555,285	20 44	988,384	7 90	649,027	253,320	7 22
British Columbia.....	80,000	4,387,486	54 84	5,763,467	72 04	1,078,507	143,875	15 28
North-West Territories	150,000	142,699	0 95			24,342		0 16
	5,250,000	112,765,584	21 48	96,749,149	18 43	24,014,908	7,779,616	.....

Average value imports per head.....	\$21 48
do exports do.....	18 43
Average Customs duty do.....	4 60
do Excise do.....	1 48
Prince Edward Island imports, estimated at.....	\$2,685,000
do do exports do.....	2,303,750
do do Customs duties, estimated at.....	575,000
do do Excise do do.....	185,000

Now, I want to show by these figures how unfair it is to go to the blue-books and take this mode of calculation. Every hon. gentleman in this House knows that the reason why British Columbia is credited with \$15.28 per head, is because the goods that come to British Columbia are imported there directly, instead of being imported to other provinces and redistributed. To show how ridiculous those figures are when taken from the blue-books, and not explained to the House, I may say that in 1889-90, the years these figures are taken, Prince Edward Island imported only \$585,859; whereas in 1872, or nineteen years ago, before Prince Edward Island came into the Dominion, she imported \$1,801,935, or over three times as much as she is credited with importing last year. I quote these figures to show how ridiculous is the position that the hon. gentleman from Centre Toronto wished to put Prince Edward Island in, by the figures he quoted the other night. I leave it to himself, and I give him these figures, and I think I can safely say that he will not find a false figure in the lot, even although they are taken from the blue-books, and he must have seen them all. I thought when we came to submit the question of the tunnel to this House, whatever other province we might find opposed to the project, it would not be the Province of Ontario. I have taken the trouble to prepare statistics to show the House how much Prince Edward Island imports from Ontario. Of flour, we imported to the value of

\$335,000; of farm implements, and I believe this is far below the mark, \$150,000; organs and sewing machines, \$20,000; pianos, \$10,000; of waggons, I have the amount down as \$30,000, but to my astonishment, when I made enquiries from some of the manufacturers, I found that a friend of mine in Summerside, Mr. McLeod, imported last year from one Ontario manufacturer waggons to the amount of \$26,000, and the Island imported from Ontario sundry other goods to the extent of \$440,000. I believe that I am actually far below the correct figures in those I have given. It is, however, difficult to arrive at really satisfactory figures with respect to the trade between the Island and the mainland, but undoubtedly the total imports from Ontario amount to \$985,000. I claim that if we were looking for favours for the Island with respect to the tunnel scheme we should appeal to Ontario, and I will attempt to show the House the grounds on which we could do so. The Province of Nova Scotia exchanges goods with the Island almost to the value of what she receives; New Brunswick does the same. In the case of Quebec this is not done to the same extent, but she exchanges goods largely with the Island. But to Ontario we contribute yearly \$100,000 more than we export from the Island to all countries outside of the Dominion. According to the blue-books, Prince Edward Island exported to countries outside of the Dominion products to the value of \$887,755, while we imported from Ontario goods to the

Mr. McLEAN.

value of \$935,000. I, therefore, claim that if we were looking for favours from the provinces, we could fairly appeal to Ontario. Ontario differs from any other province in regard to Prince Edward Island in that Ontario scarcely buys one dollar's worth of Island produce, whereas Nova Scotia, New Brunswick and Quebec are customers for the products we raise. To Ontario alone have we to send hard cash, and that province is the one interested in seeing that the Island should obtain the best market possible for its products. For these reasons, I repeat, we should look for sympathy from Ontario if we were looking for favours. While we expect the support of every hon. member from Ontario and from Quebec, I believe we will certainly obtain the support of every member from Nova Scotia and New Brunswick, because they know our position better than do the representatives of the other provinces. The hon. member for Centre Toronto (Mr. Cockburn) in speaking of the Island made a very ridiculous statement when he said that the few eggs and potatoes raised were not of sufficient importance for the Dominion to consider the desirability of building a tunnel from the mainland to the Island. No doubt he led many hon. members to suppose, members who know the hon. gentleman very well, and he has, I understand, a very good reputation for calculating and putting figures in their proper relation if he is disposed to do so, that the Island is not capable of exporting much produce, but only of importing goods to the value of \$585,000, according to the blue-books, and, therefore, the item of exports should not be considered in this question. I have gone over the exports of the Dominion for 1890, and I was surprised to find that the Island exported to countries outside of Canada more potatoes than did all the rest of the Dominion. I will give the hon. member for Centre Toronto the figures. The exports of potatoes for 1890 by Canada to countries outside of the Dominion amounted to 1,458,797 bushels. Of this quantity Prince Edward Island shipped 749,049 bushels, while the whole of the other provinces shipped 709,000 bushels. Hon. members may be led to believe that 749,000 bushels was the total quantity the Island had to export; but such was not the case. The Island exported that year to Nova Scotia and New Brunswick 350,000 bushels, and there was produced of starch 1,600 tons, each ton representing 200 bushels of potatoes, or in all 320,000 bushels. So that the exports of potatoes from Prince Edward Island really aggregated 1,419,849 bushels. This was not an extra year, as all hon. gentlemen who are farmers know, and when the accounts come in for the year which closed yesterday the figures will be found far to exceed those I have given. Now, as to the amount contributed to the general revenue by the Island, the people of the Island have not complained that they are paying more than their share to the revenue. That is not the reason why I point out that the Island contributes as much per head as do the other provinces, but whenever this question is brought up, and it is alleged that the Island is a beggar and contributes \$600,000 less to the Dominion treasury than she receives, it is desirable to point out that this is not only wildly inaccurate but that if true it should be no reason why the terms of Confederation should not be fulfilled. That is the reason I bring it up. In 1886 a statement showing the amount contributed by the Island, was

prepared by Messrs. Sullivan and Ferguson, who were appointed a delegation from the Provincial Government on a question of winter communication, to the Secretary of State for the Colonies. This statement shows the amount contributed by the Island, and I cannot do better than read it to the House. After the speech delivered by the hon. member for Queen's (Mr. Davies), who put the case very clearly from the Island standpoint and very moderately, I was quite willing to leave the question as it was then submitted to the House, although I might have supplemented his remarks by adding a few figures which I thought he had omitted. The statement to which I refer says :

"The difficulty of arriving at an absolutely correct calculation of the amount of dutiable goods which the people of Prince Edward Island consume cannot fail to be appreciated, yet the undersigned submit that there are several methods by which it may fairly be estimated. It must be premised that the people of the Island are very large consumers of dutiable goods, for the reason that, being chiefly engaged in agriculture and fishing, their manufactures are very small as compared with the rest of Canada, valuing, according to the last census returns, only \$31.33 per head to \$72.63 per head of the other provinces.

"In proof of the assertion that the people of the Island are principally engaged in agriculture and fishing, the undersigned would again advert to the census returns of 1881, which show that (the North-West Territories not being included)—

"One-half the area of Prince Edward Island is cultivated.

"Only one twenty-fifth of the other provinces is cultivated.

"Prince Edward Island has a population of 51 to the square mile.

"The other provinces only 4.72.

"Prince Edward Island owns 55 head of live stock for every 100 acres of improved land.

"The other provinces only 28.

"In field products, Prince Edward Island raises to the acre of improved land 108½ bushels.

"The other provinces only 61½ bushels.

"From the fisheries, Prince Edward Island produces \$17.08 per head value.

"The other provinces \$3.55.

"The people of the Island are generally in comfortable circumstances, in proof of which may be adduced the amount of deposits per head in the Savings Banks, which averages \$16.59 for the Island against \$7.66 for the rest of the Dominion.

"These figures clearly prove that the people of Prince Edward Island, from the fact of their not being extensive manufacturers, are under the necessity of using imported goods to a large extent, while the fertility of their soil, the value of their fisheries, and their general independence, demonstrate their ability to purchase. This being understood, the undersigned submit the following calculations, designed to show that the imports of dutiable goods into the Island are very much larger than suggested by the Committee of Council, and consequently the contributions to the revenue proportionately greater."

They take three methods of arriving at the amount that is paid into the general treasury by the people of Prince Edward Island. The first method takes the average revenue of the Dominion. They say :

"METHOD 1.

"The average revenue of the Dominion from Customs and Excise, for the three years ended 30th June, 1884, was \$27,603,479. The population of Prince Edward Island to that of the whole Dominion is in the proportion of 1 to 397. Upon this ratio, the Island's share of the Customs and Excise revenue would amount to \$695,301.

"METHOD 2.

"In 1872, the year before its admission into the Union, Prince Edward Island imported directly from countries beyond Canada goods valued at \$1,372,581. The duty on which amounted to \$184,227. And from Canada, goods the growth and manufacture of other countries, valued approximately at 428,354. The duty on which amounted to 89,168.

	\$1,372,581	
The duty on which amounted to . . . . .	\$184,227	
And from Canada, goods the growth and manufacture of other countries, valued approximately at . . . . .	428,354	
The duty on which amounted to . . . . .	89,168	
	\$1,801,935	\$273,395

That was according to the duties levied before Confederation, which were only 11 per cent. There was, I believe, a duty  $2\frac{1}{2}$  per cent. on account of the railway being built, but as there was a large free list, the average duty did not amount to 13 per cent. They go on to say :

"It will surely not be argued that, in thirteen years, with a large increase in population, the Island's imports from countries outside the Dominion have decreased from \$1,801,935 to \$822,966, or over 45 per cent., yet this would appear to be the contention of the Committee of Council.

"In 1861 the imports of the Island amounted to \$1,021,669; in 1872 they had increased to \$2,439,064, or at the rate of 138·7 per cent. At the same rate, its imports from countries beyond the Dominion should have increased from \$1,801,935 in 1872 to \$4,304,824 in 1884, which, at the present average tariff (free and dutiable combined) of 18·64 per cent., would give a Customs revenue of \$802,419.

#### "METHOD 3.

"It is a well established principle that the imports and exports of a country bear a reasonable relation to each other. The imports of the Island for the ten years preceding Confederation aggregated in value £3,543,147 sterling; the exports in the same period, £2,559,091 sterling, showing that the imports exceeded the exports by about £100,000 sterling, or \$500,000 annually. The imports of the Dominion for the last seventeen years aggregated in value \$1,732,983,486; the exports in the same period, \$1,390,946,803, showing that the imports exceeded the exports by about \$20,000,000 annually, or in the same proportion, according to population, as the imports of Prince Edward Island exceeded the exports in the years already quoted.

"The exports of the Island have steadily increased during the last twenty-five years. In 1861, it exported to all countries goods valued at \$793,810, which had increased in 1872 to \$1,497,058, or at the rate of 83·5 per cent.

"In 1872, the Island exported to countries beyond the Dominion goods valued at \$722,333, which had increased in 1884 to \$1,310,039, or at the rate of 81·4 per cent.

"Apply this rate of increase to the Island's imports from countries beyond the Dominion in 1872, and we have as a result for 1884, imports valued at \$3,267,509.

"But the figures contained in the Dominion Trade and Navigation Returns do not represent the total exports of the Island to countries beyond the Dominion, inasmuch as a considerable proportion, being shipped through Nova Scotia and New Brunswick territory, is credited to the exports of those provinces. The annual export of horses from the Island to the United States is not less than 1,500, valued at \$150,000. The Dominion returns for 1883-84 credit the Island with only 256, valued at \$27,486. This is but an instance of many. A considerable part of the large trade which the Island does in eggs with the United States, is credited to New Brunswick, while fish and potatoes, which are largely exported to Newfoundland, St. Pierre and the West Indies, are, much of them, credited to Nova Scotia, being shipped by way of Halifax. In view of these facts, it would be within the mark to estimate, as indeed the Committee of Council admit, that the Island's foreign export trade has doubled since 1872. Apply the same rate of increase to its imports from the countries beyond the Dominion, as they stood in 1872, and we have, as a result, for 1884, imports valued at \$3,603,371, yielding under an 18·64-100 per cent. tariff, an annual revenue of \$671,668.

"The exports of Prince Edward Island, since Confederation, have increased in a much larger ratio than have those of the Dominion, as the following figures will show :—

"The total exports of the Dominion for 1871-72, were \$82,639,683, for 1883-84 exclusive of the Island, \$90,096,437, or an increase of only 9·42 per cent., as against 100 per cent. by which the Island's exports have increased in the same time.

"To recapitulate the results of the various methods :

"Method 1.....	\$695,301
"Method 2.....	802,419
"Method 3.....	671,668

"Average annual contribution by the Island from Customs and Excise.....	\$723,129
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Mr. McLEAN.

Mr. Speaker, I wish to show the House that by the three methods which they adopted, the total results they bring out are so nearly alike that I think none of them can be very far astray and that they can be admitted by this House as being as nearly correct as it is possible to get them. The first method of calculation gives a revenue of \$695,301, the second \$802,419 and the third method \$671,668, and if we strike an average it gives us a total of \$723,129 that Prince Edward Island contributes in Customs duty and Excise. It will be remembered that the hon. gentleman from Toronto (Mr. Cockburn), leaving the amount of Customs and Excise out altogether, gave us credit for \$200,000 received from various sources, and if we add that other amount, \$723,000, we have a total of over \$900,000 contributed by Prince Edward Island. I claim that this is far nearer and more in accordance with the returns given in the blue-books than the amount mentioned by the hon. member for Centre Toronto (Mr. Cockburn). If I were to carry out the calculations and take the ten years before we went into Confederation I could show that from 1862 to 1872 and from 1872 to 1882 and from 1882 to 1891 there was such an increase in the goods imported by Prince Edward Island that we would have imports amounting to \$4,756,000, and the duty at the rate we paid last year would be \$1,608,937. I do not claim that these figures are correct, because we all know that Prince Edward Island purchases more goods of the manufacture of the Dominion of Canada since we went into Confederation than we did before. But because the hon. member for Centre Toronto did not find that Prince Edward Island did not pay any duty on sugar in the years I have quoted, it is not fair to say that the people of Prince Edward Island did not consume any sugar in those years. Nor was it fair on his part to say that because he found that Prince Edward Island paid very little Excise duty on tobacco, there being only two factories on the Island, therefore the people of Prince Edward Island do not consume any tobacco. I believe that the people of Prince Edward Island consumed a portion of the liquor manufactured in Toronto; but because the hon. gentleman found that there were no distilleries on Prince Edward Island it was unfair to claim that Prince Edward Island did not consume any spirits or malt liquors at all. It is eighteen years to-day since Prince Edward Island entered Confederation, whether for good or for evil. The people of that Island have never complained of the amount they have had to pay; but they do complain that the Dominion has not carried out the pledges made to Prince Edward Island at that time, with regard to winter communication. Whatever else the members of this House may disagree upon, they will agree that the terms of Confederation, so far as Prince Edward Island is concerned, have not been carried out. That is the grievance of the people of the Island, and they resent the imputation that they have not contributed their share to the general revenue. They have paid all they have been asked to pay; they have contributed all that the contract made with them at Confederation called on them to contribute; and they ask in return that this great

Dominion shall carry out the pledges it made to Prince Edward Island at that time. This is the question before the House at the present time. But for the speech of the hon. member for Centre Toronto, I would not have troubled the House with the array of figures which I have read to-night; but I think I am only doing my duty to the people who sent me here in resenting any imputation that the people of Prince Edward Island do not consume as many goods per head as the people of the rest of the Dominion. They do not, it is true, manufacture as much or import as much from abroad as they did before Confederation; but I am satisfied that if the hon. member for Centre Toronto enquired among the merchants of Toronto, he would find that a great many of the goods imported there from Great Britain and the United States, find their way afterwards to Prince Edward Island. Mr. Speaker, a tunnel is believed by the people of Prince Edward Island, and by a good many people outside of that province, to be the only means by which the terms of Confederation can be properly carried out. In the memorandum submitted a few days ago by the hon. Minister of Finance, we find that world-renowned engineers have pronounced the construction of a tunnel under the Straits of Northumberland to be feasible. There are three estimates made of the cost of the work—one a little over \$5,000,000, one about \$8,000,000, and one about \$11,000,000. I do not think, with the information before the House at the present time, that I could take it upon myself to say which of these tunnels the Government should give to the people of Prince Edward Island. I claim that in constructing this tunnel the Government would not be giving it to the people of Prince Edward Island alone. The trade done with Nova Scotia and New Brunswick is of as much service to the people of those provinces as to the people of Prince Edward Island. In equalizing the prices of farm products alone, it would have a beneficial effect on Nova Scotia and New Brunswick. But to the people of Prince Edward Island it would be the means of giving a market, and extending the time during which that market would be available. Now, I say that both parties in this House are pledged to give Prince Edward Island efficient communication, summer and winter, if it is found possible to do it within a reasonable amount; so that the only question for this House to consider is whether the amount necessary for the construction of a tunnel is a reasonable amount. I cannot do better than show this House the loss which the people of Prince Edward Island sustain in being unable to ship their products to market. In Prince Edward Island, as hon. gentlemen belonging to the Maritime Provinces know, although it may not be so well known in Provinces like Ontario where they have an early harvest, our harvests come in very late. Last year, for instance, our harvest was not housed until the middle of October, owing to the unusual wetness of the season. In ordinary seasons we are not able to complete harvesting our grain until the 1st of October. In that respect we are placed in a different position from the other provinces. Prince Edward Island raises more potatoes to the acre than any other province of the Dominion. A great many farmers raise as much as 2,000 bushels, and some as much as 4,000 bushels. The farmers of this House can understand how long it will take

a farmer to house from 2,000 to 4,000 bushels of potatoes in the fall of the year. An hon. gentleman the other evening, in speaking of a railroad, remarked that in some parts of the Dominion the people did their fall-ploughing at the very time that the people of Prince Edward Island housed their potatoes. The people of Prince Edward Island have a very short time in which to do their fall-ploughing; in fact, in seasons like last year they get scarcely any done at all. During the month of October, when the farmers are housing their potatoes, the markets in the United States and in the neighbouring provinces are low and the most of the potatoes that find their way to the Boston, New York and Philadelphia markets go there before they are housed at all. They are shipped to these markets at a time when the products of those countries come into competition with them. It is the 1st of November before any potatoes are shipped in quantities outside of those shipped to the Maritime Provinces. This being the case, as a merchant doing business in Prince Edward Island, I find that whereas you can charter a vessel to take potatoes to Boston in October at from 12 cents to 15 cents a bushel, at the time the market is likely to be of any service, as in November or December, these rates go up to 18 cents and sometimes as high as 25 cents a bushel; and as soon as the 1st of December arrives, every hon. member in this House knows that in the Gulf of St. Lawrence insurance rates go up from 1, 2 to 4 or 5 per cent., and sometimes it is not obtainable at all. These expenses have all to be charged against the products of our farms, which are shipped to the neighbouring provinces and the United States. Again we know that, from the 1st of November until the middle of December, the people of the Island have only six weeks in which to ship 1,500,000 bushels of potatoes; and any hon. gentleman who will give this matter a moment's attention will understand how hard it is for us to send 1,500,000 bushels of potatoes to a near market like the neighbouring provinces or to the United States and find a profitable sale for it, while the people of the Island are competing with each other in these markets. It is well known that sometimes we ship a good many of those potatoes to the Halifax market, which is the market, to a fair extent, for many of our products. It is also well known, and the hon. members from Halifax will bear me out, that sometimes after westerly winds have prevailed for several weeks, which prevent our vessels reaching their destination, an easterly wind sets in and as many as 70,000 to 80,000 bushels of potatoes arrive in the Halifax market in the one day; and you can understand, Sir, how hard it is for our people, who have no shipping advantages, to have to face this state of things, for they have to make all their shipments in the fall season, within a space of six weeks. If they do not ship in the fall season, they have to house their potatoes until the spring, so that during the winter, while the markets in the United States and the neighbouring provinces may rule very high, the people of the Island are as much excluded from them as if there were no such markets in existence; and besides, in a great many cases, fully 25 per cent. is lost of the quantities they have to store in their cellars before they can be shipped. Again, we have only a market in those places from the middle of May to the middle of June, because then the markets fall off;

and if not shipped in the previous fall, the potatoes have to be shipped in a very short time in the spring of the year, so that we are obliged to compete against one another. And what is true of potatoes applies to all other Island products. Those are some of the disadvantages the people of Prince Edward Island have to contend against, through not having the means of getting their products to market. Another loss which the people have to sustain, and which was not touched upon by the hon. member for Queen's, probably because it was not so plain to his mind as to the mind of a merchant, is due to the fact that the imports to the Island—and its imports amount to about \$3,000,000 per year—must be brought in during the month of October, or, at the very latest, before the 1st of November, in sufficient quantities to carry us over until the 1st of May of the following year, so that we are obliged to import six months in advance and carry those goods over during all that time. I claim that there is at least a million dollars worth of goods carried over to the Island from October to May, which we would not be obliged to carry were we provided with continuous communication with the mainland. We lose the interest on that money, and more than that, a great many of these goods, in all probability, might have been purchased at lower rates during the winter months. Any business man will know that under those circumstances it requires twice as much capital to carry on the same amount of business in the Island as on the mainland. Take, for instance, a man engaged in the flour trade, and there are 75,000 barrels of flour imported into the Island during the year. A merchant doing business at Pictou can order a carload of flour in Ontario within four or five days of the time that his stock runs out, and is not obliged to import to any extent in advance, whereas on the Island we have to import in October sufficient flour to carry us over until the spring, instead of importing it as we require it. I admit that the cost of the tunnel makes the undertaking a very serious one; but, on the other hand, it would confer more than commensurate benefit to the people of Prince Edward Island and of the Provinces of Nova Scotia and New Brunswick; and I believe that if the question were submitted to the people of the two latter provinces they would be quite satisfied to support the scheme provided it can be accomplished for a reasonable amount of money. And it has been declared by those world-renowned engineers who have pronounced upon the subject to be feasible. I believe also we would have the good will and assistance, not only of the men doing business in these provinces and who know the advantage it would be to them as well as to the Island, but that even the hon. member for Centre Toronto (Mr. Cockburn), when he comes to think the matter over, will not be so unfair, representing, as he does, one of the largest constituencies in one of the largest provinces of this Dominion, as to take the stand that because the Island is our smallest province it should not get what is its right; and I am confident even he will give his support to the scheme when the House is called on to vote the money. The Government lose at present the cost of the winter service over what revenue we derive from that service, which amounts to \$15,875. They lose also the interest on the cost of the steamer, which amounts to \$5,438; and the depreciation and insurance of that steamer amounting to \$29,000 a year, and the summer mail

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subsidy amounting to \$5,500, which would not be required if we had the tunnel. That makes a total annual loss of \$55,813. Now, there is a loss on the Prince Edward Railway of \$105,000 per year. If we had the tunnel built and were in continuous communication with the rest of the Dominion, that loss would be reduced by \$75,000 per year. I will explain how that reduction would take place. Any hon. gentleman at all familiar with Prince Edward Island knows that the railway runs almost from one end of the Island to the other. It runs within at least ten miles of each shipping place. It runs from Tignish to Alberton, from Alberton to Summerside, from Summerside to Charlottetown, thence to Georgetown and Souris, all being shipping ports. At present, suppose a man, doing business in Souris or Georgetown, wishes to have a carload of freight carried over to the mainland, he ships to the nearest shipping port; and I venture to say that the loaded cars hauled on the railway are not on an average hauled a distance of over twelve to fifteen miles. For instance they will go from St. Peter's Bay to Souris, or from Morell to Mount Stewart, or from midway between Tignish and Alberton to either Tignish or Alberton. If we were placed by means of the tunnel in communication with the mainland, these cars, instead of being brought to a shipping place and the freight then transhipped on board vessels would travel the whole length of the railway from the place where loaded to their final destination. Not only that, but I claim the tunnel itself would give a revenue of about \$75,000 a year; and I further believe, in case that revenue be doubted, that if the matter were submitted to the people of the Island, they would allow a rate to be imposed on the goods passing through that tunnel, which would, beyond doubt, bring the revenue to \$75,000 a year. I claim again that if the tunnel were completed, it would increase the trade of the Intercolonial Railway by furnishing it with additional traffic to the extent of \$100,000 over and above what the Intercolonial Railway receives at present. Take the articles of potatoes, or oats, or any of the classes of goods shipped from the Island. Any hon. gentleman who will consider for a moment, will know that it is almost tempting a loss to ship from 3,000 to 5,000 or 8,000 bushels of potatoes in a vessel, when they are not actually seasoned, because if we commence early in the season we have to ship the potatoes right out of the field, and if we house them that entails additional cost. I believe that four-fifths of the potatoes shipped from Prince Edward Island to Boston, New York, New Brunswick and Nova Scotia, would pass over the Island railway first, and then go through the tunnel, and then pass over the Intercolonial Railway, and be the means of increasing the traffic on the Intercolonial Railway to the extent of \$100,000 over its present traffic. If I am right in these figures, they amount to \$305,000 per year, which this Government would receive if the tunnel were built, and I claim those figures are pretty nearly correct. I believe that if the Prince Edward Island Railway were in connection with the Intercolonial Railway to-day by any means, the Island railway, instead of showing a loss of \$105,000 per year, would be a paying institution, because, if it does not pay at present it is on account of the hauls being so short. For that reason, I claim that, if these figures are right, or nearly right, the terms of

Confederation can be carried out with Prince Edward Island without any material loss to the rest of the Dominion, and I sincerely trust that, when this question comes up, we will have the votes of hon. members on both sides of the House, and that they will not claim that, because Prince Edward Island is the smallest and most insignificant province of the Dominion, the terms made by the older and richer provinces with that province shall not be carried out. A point was raised that this was not a party question. I claim that it is not a party question, but it was a live issue on the Island, as the member for Queen's said, at the last election, and I for one do not wish to deny it. Hon. gentlemen can understand that the question of the tunnel was in this position. The people of the Island were not sure whether the engineers would pronounce it feasible or not, whether the estimates would show that it would cost \$5,000,000 or \$25,000,000, but they expected that this Parliament, after the reports of first-class engineers had been received, if those reports showed that the tunnel was feasible and could be built for a reasonable amount of money, would deal honestly and fairly with the Island. There were letters and telegrams received from gentlemen on both sides of politics, and I will trouble the House by reading some of them. There was the following letter from the Right Hon. Sir John A. Macdonald to Senator Howlan:—

“EARNSCLIFFE,  
“OTTAWA, 6th February, 1891.

“MY DEAR HOWLAN,—In response to your pressing request with respect to the tunnel across the straits, I desire to repeat that, under the present circumstances, the Cabinet are not in a position to deal with the question. If, as I believe, the country will continue to give us its confidence, the Ministry will, under my guidance, take the matter up without delay. I understand that Sir Douglas Fox is of opinion the scheme is a feasible one. The chief thing still unknown is the cost of construction. I fully appreciate the nature and extent of the obligation incurred by the Dominion to maintain continuous communication between the Island and the mainland. We have tried to carry this out by the *Stanley*, but of course she cannot fight against the elements. So, if the cost comes within a reasonable amount, such as Parliament feels itself justified in incurring, I shall be prepared to submit the question for their favourable consideration.

“I am, yours sincerely,  
“JOHN A. MACDONALD.”

I claim that that was just such an answer as we might expect, the question being in the position it was at that time. The right hon. gentleman did not know, when the estimates of the engineers came down, whether they would be such as could be entertained. We have a telegram from Sir Charles Tupper to Hon. D. Ferguson:

“I regret deeply that it is impossible for me to go to the Island as the *Stanley* cannot cross, and I dare not attempt the Capes. I have satisfied myself that the tunnel can be made for six million dollars, and you may rely upon all the aid I can give to that important and necessary work.  
“AMHERST, 28th February, 1891.”

I claim that this is quite a proper telegram. Sir Charles Tupper knew exactly the terms upon which Prince Edward Island entered the union, and he knew that these terms had not been fulfilled, and that the expenditure of \$6,000,000 would place Prince Edward Island in a similar position to that of the other provinces—in such a position that they would feel, as they have not yet felt, that they are part and parcel of the Dominion, that they are truly a province of the Dominion in every respect, and

that every dollar's worth of taxation placed upon the rest of the Dominion they should assume their share of. They have not felt that yet, but if they have this communication afforded them they will not hesitate to bear their share of the burdens of the whole country. We also had a telegram from the leader of the Opposition. I always heard, before I saw him, that he was a man of honour and stood high in this country. We know, of course, that he must stand high before he could occupy the position he does to-day. Since I came to this House, and since I have seen and heard him, I have come to the same conclusion—that he is an honourable and high-minded man; and it is clear that he knew that this would be a live question in the Island at the last election. Here is a telegram from the Hon. Mr. Laurier to L. H. Davies, Esq.:

“I am in favour of the tunnel, provided the surveys show the scheme is reasonable and practicable.”

That telegram is quite correct and proper. He knew the terms upon which the Island entered in as well as other hon. gentlemen did, and this telegram is quite correct and proper. Then there is a telegram to the editor of the *Guardian*, and I am quoting these telegrams, not to find fault with them, but to show that on both sides these gentlemen knew that this was a live issue, and made these statements not to influence the election but as a promise to carry out the terms of the union. This is a letter from the Hon. Mr. Laurier to the editor of the *Guardian*:

“DEAR SIR,—I have your favour of the 2nd February inst. I hardly would have thought that an expression of opinion as to the construction of a tunnel to connect the Island of Prince Edward with the mainland should be required from me. Every man who has given any attention to the condition of things and the necessities involved by the entering of the Island into Confederation must admit that such a tunnel must be constructed if the thing is reasonably practicable. The first requisite is to have an accurate survey and reliable estimates. I am only sorry that these were not obtained long ago.

“W. LAURIER.”

This puts the two political parties in this House in exactly the same position. They both realized that the terms of Confederation had not been carried out, and those letters were written to show their willingness to have the terms carried out, so soon as an opportunity offered. In conclusion, let me say that I would not have troubled the House so long but that I felt that I would not be doing my duty to the country I represent and the Island from which I come, did I not place this matter fully before the House, and I have endeavoured to do so fairly and honestly, as the case presented itself to me.

Mr. PERRY. The other night I was trying to make a speech when the hon. gentleman rose who has now addressed the House.

Some hon. MEMBERS. Louder.

Mr. PERRY. I do not think that gentleman is very deaf and I think he can hear me; I am sure he can. I intend to divide what I have to say into two parts—one as to the consideration of the question itself, and the other to address a few words to my friend from Centre Toronto (Mr. Cockburn). Really, I sympathise with that gentleman. I felt sorry when he had to attack a Tory newspaper published in Prince Edward Island and condemn it. I was also sorry to hear his friend the Tory member for King's County (Mr. McLean) give him such a tongue-lashing, and I

think he might well exclaim : Save me from my friends. I will first pay some attention to the tunnel, because I think it is of more importance to the people of Prince Edward Island than all the gas which may emanate from the hon. member for Centre Toronto. The question of a tunnel has, from the time I entered this House, agitated the people of Prince Edward Island. We had a question for some years of a subway, a metallic tunnel, but some time last summer the scheme was found to be impracticable ; and Senator Howlan, who was the manager and agitator of this scheme, commenced to agitate the building of a tunnel as the most feasible scheme to enable the Government to carry out the terms of Confederation which were signed between them and Prince Edward Island. During last fall and winter Senator Howlan had some correspondence with certain engineers on that subject. One of the engineers was Sir Douglas Fox, of London. I am told one of the ablest engineers in the world, who was assisted by Mr. Palmer and Mr. Bayne. Sir Douglas Fox has made a report on the subject, and the Minister of Finance told us the other day that he had made an estimate. I do not know whether the Government have a good report ; I cannot say, as I am not in the secrets of the Government. I do not know whether they have a report in full. We are told by the Minister of Finance that Sir Douglas Fox made an estimate for a 12-foot tunnel, a 16-foot and an 18-foot tunnel.

An hon. MEMBER. Will the hon. gentleman speak a little louder ?

Mr. PERRY. If hon. gentlemen opposite cannot hear they had better come over on this side of the House. No one is so deaf as those who will not hear. If the hon. member opposite will keep quiet I will get through sooner. I think it is the part of a gentleman, when an hon. member is addressing the House, to behave himself, and if he does not know better I will teach him. As I said before, it is not for me to say whether the estimate for a 12-foot tunnel is correct, or whether a tunnel of that size is sufficient for the traffic between Prince Edward Island and the mainland. It is not for me to say whether we require a 16 or an 18-foot tunnel. I leave that to the engineers ; but I do say that the Government, having decided to spend a few dollars in trying to ascertain a proper estimate from an engineer, we have a right to ask the Government to tell us whether a 12-foot tunnel is sufficient to carry on the traffic between Prince Edward Island and the mainland ; and we have a right to ask them to tell us whether a 16 or an 18-foot tunnel is required to carry produce and passengers between Prince Edward Island and the mainland. I am not aware whether the Government have pronounced themselves upon it ; I dare say they would do so if we were on the eve of an election, because this question has been made use of in the Province of Prince Edward Island, as a general rule, on the eve of an election. We know very well that it was made use of in 1887 as a means of endeavouring to return members supporting the present Government. They failed. We know very well that in the last election it was made use of to support the candidates of the Government ; we know very well that the Government induced Senator Howlan to resign his seat and to run for the House of Commons, with the understanding that if he was

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defeated he would be reappointed to the Senate. He came to the province fortified with a tunnel scheme ; he supposed that nobody else in the Island could speak in favour of the tunnel but himself, and he found he was mistaken. The people in Prince Edward Island are so much in favour of a tunnel that every candidate for or against the Government was pledged to support it. Senator Howlan was defeated ; he got his reward and was reappointed. But, Mr. Speaker, the fact that Senator Howlan was defeated does not show that the people are not in favour of a tunnel. At that time every Liberal in Prince Edward Island expected, as they had a right to expect, that there was going to be a change for the better in the management of Dominion affairs. Sir, we expected that the present leader of the Opposition would lead the Government ; he surely will do so if there is going to be a day of salvation for this country. Well, Sir, knowing the present leader of the Opposition to be a man of honour, the Liberals of Prince Edward Island, and even the Tories, trusted him—we have the acknowledgment of one of the rankest Tories in Prince Edward Island that the Tories of Prince Edward Island have every confidence in my hon. friend the leader of the Opposition. That was enough to satisfy the Liberals and Tories of that province that if the Liberals got into power, having the word of the leader of the Opposition to that effect, we were satisfied the tunnel would be constructed under his administration, if it were found to be practically feasible, and to cost within a reasonable amount. Sir, the leader of the Opposition has not pledged himself any stronger than did the late right hon. gentleman who had the honour of leading this Parliament for so many years. I am not going to take the trouble of reading his letter ; it has been read by my hon. and learned friend from Queen's County, Prince Edward Island (Mr. Davies) ; it has been read by my friend on my left, the member for King's County (Mr. McLean), and I am not going to trouble the House by reading it again. The House has also heard the telegram from the High Commissioner, and that telegram must mean something. When Sir Charles Tupper penned that telegram to Mr. Ferguson, in Charlottetown, who was then a candidate in the interest of the Government, with a view of trying to secure the election of that hon. gentleman, surely he meant to carry out his promises. We know well that he was sent for by the Dominion Government—they have acknowledged it—in order to help the Government to secure their re-election ; and when he got through with his campaign in the west he was sent down to the east to influence the election on behalf of the Government. Well, Sir, he did not reach Prince Edward Island ; he could not reach it—and why ? Because there was no tunnel. If there had been a tunnel the High Commissioner would have gone to Prince Edward Island and he would have been able, I suppose, to get some of the candidates returned to support the Government, and perhaps the whole of them, because he is all-powerful, although I doubt very much whether he would have been able to bribe the electors of that province. I know that he is a great hand at making promises, but it requires more than promises to bribe the electors. I hope and trust that when the people of my county allow themselves to be caught by chaff like that it

will be in a moment of weakness. Now, I contend that the Government are morally bound, if they can see their way clear, to build that tunnel, if it can be built for a reasonable sum. If it is not going to cost more than \$6,000,000 they are not only bound to build it, but the people of Prince Edward Island will hold them to it; and I tell the Government now that they need not be surprised if the Government of Prince Edward Island enters a suit against them for damages to the extent of \$8,000,000 or \$10,000,000 if they do not soon commence that work. Hon. gentlemen opposite know very well that promises have been made. Are they going to allow the honour of Canada to be trampled upon? Are they going to allow the whole world to frown upon Canada because she will not carry out her sacred compact with the smallest province in the Dominion? I was expecting the other night, when the member for Queen's made his address, that the Minister of Finance would stand up here and tell the country what the policy of the Government was going to be, or whether they had come to any understanding or conclusion on the matter; but we did not hear one word from the Government. We merely know that they have had an estimate from Sir Douglas Fox as to the cost, but we do not know whether they officially consider the scheme to be feasible. We know that some of them think, including Senator Howlan, that the scheme is a feasible one. Sir Douglas Fox has said so, but I complain that we have not got officially the opinion of the Government upon that point. Perhaps they have got these papers in their pockets; and while I am on that subject I want them to produce the information which I asked for on the 12th May last, for certain documents, certain statistics from the Department of Marine, showing the yearly cost to the Government of carrying out, in an inefficient and slovenly way, the means of connection between Prince Edward Island and the mainland; and I want to show by those papers that the yearly expenditure of the Government in carrying out winter navigation will be very nearly the interest that we would have to pay on five or six million dollars to build the tunnel. But to my sorrow and surprise, I have not yet obtained those papers, although six or seven weeks have elapsed. The hon. member for Centre Toronto (Mr. Cockburn) the other night gave figures that I believe are in the return. I believe that he got them from some member of the Government, and if he can have these figures, while I, a member interested in the building of the tunnel, and a member having made a motion in the early part of the session, only thirteen days after the meeting of the House and four or five days after we had been in session, and when the time of our sittings could be almost counted in minutes, it does not reflect credit on the Government. What are the Minister of Marine and his subordinates doing in the department? I offered him my services gratis the other day, and if he would allow me to have the use of these papers I could make a compilation in a few hours. How could the member for Centre Toronto tell us that only seventy passengers came to and went from the Island, unless he had seen the papers or return, or unless the Minister had told him? Have we come to this, that a member who is not interested in a certain project can obtain information to enable him to reply to a member representing a different province, and thwart his views

and wishes? I do not believe this should take place. I consider the Government bound in honour to build the tunnel if it is feasible. That it is practicable we know; the cost we do not know. We know the cost of a 12, 16, or 18-foot tunnel. I contend it is the duty of the Government to ascertain which of these three sizes is required for the Island tunnel. I do not stand here to say that either the 12, 16, or 18-foot tunnel is sufficient. It is the duty of the Government to find that out. The people of the Island, moreover, demand that the Government shall, before the close of the session, announce themselves squarely on this question, and state whether they are going to adopt any of these sizes, and whether they are going to commence operations as soon as practicable, or whether they are going to give up the project. Our people do not intend to give up the agitation for a tunnel, or the agitation to force the Dominion Government to carry out the terms of union which three representatives of the Dominion Government signed in 1873. What were we told by the Colonial Minister in 1885, when delegates from the Island laid at the foot of the Throne a memorial from the people of the Island, signed unanimously by both Houses of the Legislature? Lord Granville said:

"As I stated in the earlier part of this despatch, although Her Majesty's Government is unable to take the question out of the hands of the Dominion Government, and although I have not seen more than a *prima facie* opinion as to the feasibility, at a moderate cost, of the proposal for its solution, I hope that it will be found to admit of a satisfactory settlement. On the one hand, the expectations of the province in regard to the establishment of a constant and efficient communication with the mainland have not been fulfilled."

Those words mean a great deal. Lord Granville told the Government of Canada that their promises had not been fulfilled, that the terms of union had not been carried out, and that they owed it to the Island to carry out those terms. If the Government want to carry out these terms of Confederation they will not do it by the steamer *Stanley* or any other steamer, although I am bound to say that the *Stanley* is a very fine boat, and I doubt if any other boat could be built to perform the service any better; but all who are acquainted with the navigation of the Straits of Northumberland know there are certain times during the year when a steamer cannot cross. Much information will be afforded to the House if we had the return for which I moved on 12th May. We would know how many trips the steamer made; when she commenced and closed; the number of days she was in ice at different periods; how long the people of the Island were without their mails; whether on a certain day the steamer was eight or ten days in the ice five or six miles from shore, and the passengers had to take their lives in their hands and walk over the ice to the shore, facing the danger of drowning? But I suppose the Minister of Marine expected this question would be disposed of before this information was obtained. If that was his idea, I do not think it is much credit to him or to the Government. Lord Granville proceeded to say:

"But on the other hand, the Dominion Government has shown that it has made considerable efforts to improve the communication, in the face of serious physical difficulties during the winter season. There seems to be reason for doubting whether any really satisfactory communication by steamship can be regularly maintained all the year round, which makes it all the more important that

the proposed 'metallic subway' should receive a full, and, if feasible, favourable consideration on the part of the Government of the Dominion."

That is very friendly advice given to the Government by Lord Granville—advice which the Government should attempt to carry out. The noble Lord proceeds to say :

"The establishment of constant and speedy communication by rail would be a great advantage both to the province and to the Dominion, and I should suppose that the development of the traffic on the Island railroads, and of the capabilities of the province generally, would produce a large direct and indirect return on the expenditure.

"It would reflect great credit on the Dominion Government, if, after connecting British Columbia with the eastern provinces by the Canadian Pacific Railway, it should now be able to complete its system of railway communication by an extension to Prince Edward Island."

This was sound advice. Up to this time the Government have not taken a single step towards carrying it out. It is true they have estimates from Sir Douglas Fox; I suppose they have had them five or six weeks, but we have not heard anything in regard to them. The Government has not told the House what the estimates contained besides the cost, for we have so far received very bald information. I expect, before the session closes, that the Government will come forward and tell the House whether they are going to build the tunnel or not. Much has been said by the hon. member for King's with respect to this matter. He has dealt more particularly with figures than he has dealt with anything else, and his figures were so numerous and extensive—I will not say they were not to the purpose—that he has left very little for me to say on that score. I wish to show now the great hardship and great loss to the people of Prince Edward Island through the want of having direct communication with the mainland, summer and winter. The potatoes which we grow on the Island, and which are one of our chief articles of export, are not worth so much as the potatoes grown in Nova Scotia, and for what reason? Simply because the people of Prince Edward Island are not able to reach the markets in time to get a fair price. The time that our potatoes should reach the market would be during March and April, and at that time we are not able to send them across, while the people on the mainland, who ship their potatoes to the United States at that time, get the best price for them. I will read to the House a table which will show the effect of this. In 1889 Ontario shipped 102,253 bushels of potatoes, which realized \$66,615, or 65 cents a bushel; Nova Scotia shipped 672,872 bushels, which realized \$355,655, or 52 cents a bushel; Manitoba exported 90,858 bushels, which realized \$47,059, or at the rate of 47 cents a bushel; New Brunswick exported 350,846 bushels, realizing \$161,482, or 46 cents a bushel; Quebec exported 169,845 bushels, which realized \$76,507, or at the rate of 45 cents a bushel; and Prince Edward Island exported 1,294,056 bushels, which realized \$343,177, or 26 cents a bushel. This shows conclusively that it takes two bushels of potatoes in Prince Edward Island to realize as much money as one bushel sold in Nova Scotia—and why is that the case? It is because we have no tunnel, because we have no means of transporting the potatoes from the Island to the mainland at that time of the year when we should be able to take advantage of the market. That shows that the people of the

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Island are labouring under a great many disadvantages. But there is more than that. Our merchants in the fall of the year have to import goods very largely; in fact, they have to provide themselves with stock for the whole winter, and the result is that they are paying heavy interest on large amounts, as they have to carry a large quantity of goods in their shops for the winter season; whereas if they were in daily communication with the mainland they could get these articles across as they wanted them, and the people of Prince Edward Island would be able to buy the articles which they consume much cheaper than at the present time. I wish now to show the House the quantity of the produce in Prince Edward Island, and even if you deduct a large amount for home consumption you will find that there is still a large amount of agricultural produce to be exported. According to the census of 1881 we find that there were grown in Prince Edward Island oats to the value of \$3,538,219, 6,042,191 bushels of potatoes and 1,191,817 bushels of turnips. These are only a few items, but they show that Prince Edward Island is a productive country, and the only means which the people have to make a little money and to pay their debts and become a little comfortable is by what they can obtain from the land. My hon. friend the member for Centre Toronto (Mr. Cockburn) told us the other day in his jokes—certainly his jokes did not please me very well, and I do not know how he pleased others, but I suppose he pleased himself—he told us that the Island paid in revenue and Customs and Excise only \$190,000 a year, and that we should be satisfied with the expenditure of that \$190,000, and that that is all we should have. The rumour went abroad some time ago that the hon. gentleman was sure to get a seat in the Cabinet, and if that is the case the Lord help poor Prince Edward Island. If the time has come when the administration of public affairs is to be left in the hands of such narrowmindedness as that, all I have to say is: God help the country. If each province is only to get according to the revenue it pays in Customs and Excise as shown by returns, I am sorry to have to tell the hon. gentleman that his Province of Ontario is going to come out very short indeed. I find from the returns that in the year 1881 the average per head paid by the population of Quebec in Customs and Excise was \$7.29 per head, and in 1884 it was \$7.54. The Province of Ontario in 1881 paid \$4.78 per head in Customs and Excise and in 1884 it paid \$5.14 per head of the population. If the narrowmindedness of the hon. gentleman's policy is to be carried out, then the Province of Quebec would have to get a refund of \$3 per head of its population each year, for over twenty years, and if that was the case where would Ontario be found? Why, Sir, if Ontario had to turn to now and recoup Quebec to the amount of twenty or twenty-five million dollars where would the hon. gentleman's policy be? If the member for Centre Toronto (Mr. Cockburn) is going to carry out that policy, and if that policy is to be applied to little Prince Edward Island, he must apply the same principle to the larger provinces. I hope that in future the hon. gentleman will be a little more charitable, and a little fairer, and that he will sleep to-night and get up to-morrow morning with a sense of doing justice to the smallest province of the Dominion. If the hon. gentleman had been

brought up in the climate of Prince Edward Island and had been fed upon its products he would never have in his breast such narrow-mindedness as that; he would follow the principle which is our motto in Prince Edward Island—*Parva sub ingenti*, which means, I suppose, that the smaller one should be protected by the larger one. But according to my hon. friend's policy, the dear help the little one in the bonds of the big one. I think I have read enough to show that Prince Edward Island is not such a despicable little country—that it does a great deal to keep Ontario, that it has a large trade with Ontario, that it buys a great deal of flour, machinery, waggons and other goods from Ontario, perhaps amounting to \$100,000 a year, perhaps \$200,000, perhaps half a million; I have not the statistics here to show. Let me tell my hon. friend that a tunnel from Prince Edward Island to the mainland will not be for the accommodation of the Island alone, but for the accommodation of travelling agents from Ontario, who are there every day in force trying to cross. Sir, they have overdone their manufacturing in Ontario, and they must find new markets somewhere else; but my hon. friend is so narrow-minded that he will not let the people of Ontario come to Prince Edward Island. How can we pay our bills to the people of Ontario? Can you show me one instance where a Prince Edward Island customer of an Ontario manufacturer has dishonoured his bill? Echo will not answer. And how did they pay their bills? By selling their potatoes and paying twenty-five cents a bushel for the privilege of sending them to the United States market; by paying two dollars on a barrel of mackerel; by paying thirty per cent. on their horses. This is the way the people of Prince Edward Island are handicapped, and they must go to the United States to find a market. The hon. Minister of Finance may go to the West Indies, he may go to China, if he wishes, he may go all over the world, to endeavour to open up new markets for Canada; but he will not do it; it is impossible, and all the brains and power of the Government will not enable them to alter the geographical conditions of the world. The United States will always be the nearest market for the people of Prince Edward Island. We are asking the Dominion of Canada to carry out the sacred compact made with Prince Edward Island, so as to enable our people to compete with the Dominion; but, Sir, we hear not a word from the Government. The hon. Minister of Finance will not stand up and tell us what they intend to do. If there were another election I have no doubt he would come to the people of Prince Edward Island and make them believe that to-morrow or some other day they would go on with this tunnel. But I do not want this tunnel to do service in another election. Let us have fair-play and justice; that is all that the people of Prince Edward Island are asking for. If the Dominion of Canada does not intend to carry out its pledge with Prince Edward Island, in the name of common sense cut us adrift. We are not afraid to go on our own way; we were a successful and happy people before we entered Confederation. But we are handicapped now, and we are inclined to find fault with the Government. They tell us: Why do you not send members to support us? If you had elected Senator Howlan, no doubt the tunnel would be

built. The men sent to this Parliament were pledged to support a tunnel, and I have yet to learn that every man in a province must be a Government supporter before that province can obtain justice at the hands of the Government. If that is the policy of the Government, and I must say it looks very much like it, let us know it. But let me give the Government this bit of advice, that the sooner they make up their minds what they are going to do in this matter, the sooner Prince Edward Island will prepare for the alternative. I am not going to say what it is; but let me tell the Government that we do not intend to sleep over our rights. Although we are a small people, perhaps not more than 120,000, we know how to look after our rights, and our rights we will get. We have the Colonial Minister to advise fairly and squarely what to do in this matter, and there is no fear but that we will get justice. It may take some time, but the day will come when the people of Prince Edward Island will get justice, and that may be much sooner than my hon. friends on the other side expect. It may happen before this session closes, perhaps before next session, that the hon. gentlemen now occupying the Opposition benches will occupy the Treasury benches, and if they do the tunnel is going to be built. I believe that if the Opposition got into power to-morrow, they would go to work honestly to carry out the terms of Confederation between the Island and the Dominion, and the tunnel is the only means that I know of by which the terms of Confederation can be carried out. Although the Government pretend to be so deaf as not to hear a word when a man shouts at the top of his voice, still they know very well that the terms of Confederation have not been carried and cannot be carried out without a tunnel or something like it. To send a steamer to cross from Georgetown to Pictou is not carrying out the terms of Confederation. The crossing by the Capes is not practicable in winter. A sub-way was spoken of for several years, but it is a fizzle; it has fallen to the ground. The only satisfactory means is a tunnel, and we have an engineer of the world-wide reputation of Sir Douglas Fox stating that the construction of a tunnel is perfectly practicable. We have also the promise of the late Sir John A. Macdonald that if practicable and if the cost would be within a reasonable amount, he would, if returned to power, advise his supporters to build the tunnel; we have the telegram of Sir Charles Tupper stating: "I am now satisfied the tunnel can be built for \$6,000,000, and you may depend on me doing all I can to support the scheme." Having all these promises, is it anything but reasonable that the people of Prince Edward Island should call upon the Government to give them the opportunity of realizing the expectations thus held out to them? I have yet some faith that the Government is going to build this tunnel. They have already some little money engaged in it. I suppose they paid some money to Senator Howlan when he went on that mission to England. I do not know how much they paid him, but the Government of the Island paid him \$400 and the people have a right to know what has been done with that \$400. I do not mean to say that Senator Howlan did not make good use of it, but we have a right to know what the estimates are, and whether the Government are sincere, and when they are going to begin.

Have the Government satisfied themselves that the scheme is practicable and that it is within our means to build it? The people of Canada, if they have paid \$1,000 or \$2,000 towards this business, have the right to know what has been done with the money. They are entitled to know whether the sending of Senator Howlan to England was only a farce, or whether the Government were really honest in their intention to ascertain whether this work was feasible and what it would cost. I contend that the people of Prince Edward Island have a better right to expect the building of the tunnel than the people of Nova Scotia had to expect the building of the Chignecto Ship Railway, which is going to cost fully as much or more than the contemplated tunnel. There was no obligation on the part of the Government to build that railway, nor was there any immediate want of it, for the Straits of Canso will let any vessel out from the shores of Prince Edward Island or New Brunswick or into those shores. But that is not the case with the Island, which is completely isolated at present; and it would be far more reasonable for the Government of Canada to spend \$5,000,000 or \$6,000,000 in building the tunnel and thus carry out the terms of Confederation than to spend the same amount of money in building this ship railway, concerning which there was no obligation whatever. I do not find fault with the people of Nova Scotia for getting all the money they can, and they appear to believe that they have a right to suck from the Government all the milk they can get. It is nothing but railroads here and railroads there with them, but while I wish them luck with their railways, I would like to see every other part of Canada equally well treated; and I protest against this tyrannizing over the smallest province of the Dominion. Our Island has paid her fortieth share of our \$270,000,000 public debt, and we have to bear our share of interest on that money; and what are we getting in exchange? Hon. gentlemen opposite need not cast up to me that Canada has built a railway for us. That matter has been explained by my hon. friend from King's, the railway belongs to the people of the Island. We were charged \$3,500,000 in the financial statement between the Island and Canada at the time of Confederation, and if the Government had not built that railway we would be drawing 5 per cent. on that amount, or \$165,000 annually from the Dominion exchequer besides the amount on which we are drawing interest now. That goes to show that the railway was built at our own expense. The Government may say that they are sinking \$50,000 or \$60,000 a year in it. No wonder. If there was constant communication with the mainland that road would pay, because there is no country in the Dominion more productive than the Island. Every mile through which that road travels is renowned for its fertility. Now, with respect to the statement that we pay less into the Dominion exchequer than we get, a table was made up in 1885 by the delegates we sent to England, which shows that we paid into the Dominion Exchequer \$153,913 a year more than we get. The Committee of the Privy Council was at that time composed of Mr. McLellan and Sir Alexander Campbell, and they reported that we got yearly from the Dominion \$723,129. Now any one who examines the blue-books knows that, in 1873, at the time we entered

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Confederation, when we had a tariff of 12½ per cent. our revenue was something like \$400,000. At that time we had a population of 81,000, which has since increased to 115,000 or 120,000. And what has been the increase of the tariff? More than 100 per cent., and in some cases 150 per cent., and if you will make the calculation in this case, you will find that the revenue of Prince Edward Island must be \$1,000,000. Again, the revenue of the Dominion, yearly, is about \$40,000,000, and the population of Prince Edward Island is one-fortieth that of the Dominion; and I am sure every hon. gentleman must admit that Prince Edward Island consumes as much per head of the population as any other province in the Dominion. If we do not import direct from England, we import from Quebec, Montreal, Ontario, St. John, N.B., and Halifax, and you will find, Sir, that our contribution to the revenue will be in the vicinity of \$1,000,000. That being the case, we have a balance against the Government of over \$200,000 per year, which, in eighteen years, amounts to a very snug little sum, and what will it be in the future? The Government cannot boast that they have ever done much for the Island. They cannot boast that they have built any great works there. It is true they have built a very valuable breakwater at Souris, but that is not the only thing required on the Island. There are many other things required, and let me tell hon. gentlemen opposite that Prince Edward Island is part and parcel of the Dominion, and, I would ask, is she to be tyrannized over because she is the smallest province? I trust the Government will act magnanimously and do its duty, and that is all we ask. All we ask is for a certain measure of justice. We want no favours, but we want our own or, at all events, a part of our own; and I have yet some hopes that the Government will, in the future, see their way clear to doing us justice. If the Government think they require an addition to their number, and if they will to-morrow set to work earnestly to build that tunnel I will give them my support.

Some hon. MEMBERS. Hear, hear.

Mr. PERRY. Let us see how honest and sincere you will be on that side of the House, and whether you will carry out what you say. I am afraid those are crocodile tears and that they resemble the "hoo-hoo" of the owl. I hope my hon. friend from Toronto (Mr. Cockburn) will have a good sleep to-night and that, when he wakes up, he will not find he has been too badly hit. When he began to read from that newspaper, I thought he must be reading from the *Patriot*, which is a Grit newspaper, but I found he was reading from the *Examiner*, one of the most rabid Tory papers, a paper which is subsidized by this Government at the rate of \$2,000 a year, and one for which my hon. friend from Toronto has given his vote. Is he prepared to swallow and endorse all that? I will have some charity for him and will not say much to him. What is he going to say to my friend from King's County (Mr. McLean)? I never heard such a skinning as he got from his Tory friend. I suppose it was sweet, because it came from a Tory, but, if it had come from a Grit, I suppose there would have been a row. I hope my hon. friend has a different opinion now as to the capacity of Prince Edward Island. He will find, if he goes

there, that the people will entertain him as a gentleman, he will have potatoes, beef, pork, mackerel, codfish, salmon, cheese, butter, cream, tea—not green tea, but black tea—to drink, and he will come home satisfied that Prince Edward Island is the prettiest place, the most wholesome place and the most fruitful place in the Dominion of Canada and that the people are the most hospitable. I have always heard a good name of the people of Ontario, and I have travelled in that province, but I think the hon. gentleman must be an exception, he must have come there very lately; I do not think he is one of the original race of the people of Ontario, but I know that from this time out he will have a different opinion of the character of Prince Edward Island and the productions of that Island, and, when we ask for what is fair, he, expecting a seat in the Cabinet, will not again attempt to turn the Island into ridicule. He insulted every man in Prince Edward Island. He insulted every Tory in Prince Edward Island. There are not many of them, but he insulted those that are there. He insulted the intelligence of the people. I was almost going to say he insulted the Almighty who created the Island, and He was not penituous when He created it for He gave it a very good soil. When the hon. gentleman gets that seat in the Cabinet which we know is *in prospectu*, he may be more liberal. We have some hopes that the Government will redeem their pledges and carry out their promises to the people of Prince Edward Island, and that, before we meet here again the work on that tunnel will have been commenced, so that we may see that the Government of Canada is in earnest, and if that is so, every man, woman and child in the country will bless them, and they want a little blessing.

Mr. KENNY. I was not in my place when the hon. member for Centre Toronto (Mr. Cockburn) made the speech that has fallen so unpleasantly on the ears of the hon. gentlemen who represent Prince Edward Island in this Legislature. I understand from their remarks that the hon. member for Centre Toronto undertook to criticize the trade of Prince Edward Island and to strike a balance between its contributions to the Dominion treasury and the amount of imports at Charlottetown and the other outports of the Island, and the amount of the Dominion expenditure in Prince Edward Island. I think the hon. gentlemen from Prince Edward Island are quite warranted in finding fault with that mode of treating the question. I think it is not fair to Prince Edward Island and to the other "shreds and patches" of our Dominion that their contributions to the federal treasury should be so criticized. The hon. gentleman from Centre Toronto (Mr. Cockburn) takes the blue-books and strikes a balance and comes to a conclusion on which he builds an argument that the *per capita* contribution of Prince Edward Island to the Dominion Treasury is only what is shown by these blue-books. That is a most erroneous manner of dealing with the public accounts of the country. We know, those of us who live in the smaller provinces of the Dominion—I speak more particularly of the eastern provinces, and I am as fairly familiar with the trade of Prince Edward Island as nearly anyone who has not the pleasure of living on that Island, that a very large amount of the goods consumed in Prince Edward Island contribute to the federal treasury at ports like

Halifax, St. John, New Brunswick, Quebec, Montreal and even Toronto. I hope my hon. friend from Centre Toronto (Mr. Cockburn) will accept the invitation which has been extended so cordially to him by the two gentlemen who have addressed the House this evening, and will visit Prince Edward Island. If he does so, he will find a country which can be compared in agricultural wealth, to say nothing of the invaluable fisheries which surround its shores, but dealing with agricultural wealth alone—because that seems to be the only basis of wealth that gentlemen from Ontario are willing to consider—he will find that Prince Edward Island will compare favourably with the most productive districts in his own Province of Ontario. He will also find there a population as industrious, as law-abiding, as well gifted in all the good things of this world as can be found in any portion of the Dominion. I contend that the people of Prince Edward Island contribute per head to the federal treasury as much as the people of Ontario or any other portion of this Dominion. I must dissent entirely from the form of calculation which I am told my hon. friend had adopted. I should have expected to have heard of it from the other side of the House. That is the kind of argument we are familiar with. Hon. gentlemen opposite are forever telling us, for instance, that this terrible Intercolonial Railway is a great incubus upon Canada. I repeat what I have often said before in this House, and following the line of argument of the gentlemen from Prince Edward Island who have spoken this evening, that the Intercolonial Railway is of more value to the millers and manufacturers of Ontario and Quebec than it is to the people of the Maritime Provinces. My hon. friend need not go all the way to Prince Edward Island to become familiar with the trade of that Island. The next time that the hon. member for Centre Toronto, in his own constituency, will take an opportunity of calling upon any of the large importers there, he will find that they are in the habit of sending their travellers to distant Prince Edward Island, and that a very large amount of the goods consumed there come from the merchants of Toronto and Montreal. Now, Sir, I must entirely dissent from the conclusions of the hon. member for Toronto. The hon. gentleman from King's, P.E.I. (Mr. McLean), made to-night a speech so reasonable and so candid, so energetic and so eloquent, that it won for him the sympathy of hon. gentlemen on both sides of this House, and I have never heard a question more fairly and more candidly treated than it was by that hon. gentleman. He enumerated only a few articles, the products of Ontario, which are annually consumed by the people of Prince Edward Island, and his figures amounted to something like \$600,000. Now, Mr. Speaker, I noticed recently in one of our Maritime Province newspapers that one county of Prince Edward Island had exported, within a comparatively short time, potatoes alone to the value of \$100,000. As regards the manner in which this question has been treated, that is, drawing conclusions simply from figures in the blue-books, I noticed the other day in looking over the savings banks returns, that the people of Prince Edward Island had in the Government savings banks of this Dominion something over two million dollars. The same page told me that the people of the wealthy city of Toronto had \$600,000. Why, Sir,

adopting the mode of the member for Toronto in drawing conclusions from blue-books, I might almost say that the people of Prince Edward Island are more wealthy than the people of Toronto, because they have more money in the Dominion savingsbank. Reference has been made at great length to the tunnel by which it is proposed that Prince Edward Island shall be connected with the continent. This is a subject in which we can readily understand that the people of Prince Edward Island are much interested, and concerning which, I think, the members of this House generally are prepared to deal in a fair and impartial manner. Those of us who are living near Prince Edward Island, and are more familiar with the conditions of its population, hope and desire that some such communication may be established between the Island and the mainland; and one hon. gentleman who addressed the House on this matter, asked that when the returns are laid before Parliament, when all the engineers' reports are submitted to this House, if it is then found that this important work can be built and put in working order for what these gentlemen term as a reasonable sum, then this Parliament shall be prepared to deal with the question, and I must say that it is not an unreasonable position for these hon. gentlemen to take. The hon. gentleman who spoke last referred, although not in a complimentary manner, to the action of the Hon. Senator Howlan with reference to this important work. Well, as Senator Howlan is not here, I think it is only fair to him to say, in his absence, that if at any time within the life of any of us a tunnel shall be built, and I hope it will be built, it will be due to the exertions of Senator Howlan more than to the exertions of any other man in Prince Edward Island. The hon. member for King's, Prince Edward Island, pointed out the great disadvantages which the people of that province labour under, owing to their geographical position and the fact that they are compelled to force their agricultural products on the markets of the Maritime Provinces and of the United States, at a season of the year when those markets are, to some extent at least, overstocked with supplies from their own farmers. If the tunnel were built it would, I believe, add to the wealth of the farmers by enabling them to obtain a higher price for their agricultural productions, because they would have a market then open to them at all seasons of the year; it would add to the material well-being of Prince Edward Island, and we cannot improve the condition of the people of Prince Edward Island without their improvement reacting upon the whole Dominion. Therefore, anything we can do to benefit Prince Edward Island will be a benefit to the whole country. Now, Sir, the hon. member for King's, during the course of his very interesting speech, expressed the hope that when this question came to be dealt with by Parliament, it would be dealt with in the broadest possible and comprehensive way. I trust and believe that it will be so. I have no sympathy with gentlemen who are prone to deal with this question from a local or sectional standpoint. I have no sympathy with the *Globe* newspaper when it announces that the people of Ontario are tired of carrying a habitant and a fisherman on their backs. I think that such expressions are to be deplored, coming from the organ of a great party, even if the *quasi* leader of the party is disposed to refer to the Maritime Provinces as mere shreds and patches of the Dominion, for such language is not very funny.

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and cannot be very pleasant to us; it is hardly dealing with the question in a way which will contribute either to the popularity of that paper, or to the influence of the gentlemen who make use of such statements, or in a manner which will redound to the general well-being of the country. I have very much sympathy with the gentlemen from Prince Edward Island in their efforts to secure better communication with the mainland, and I am quite sure that when the question is submitted to this Parliament, it will receive that careful consideration to which its importance entitles it.

Mr. CHOQUETTE. I feel it my duty to say just a word or two on this question. I must congratulate hon. members from Prince Edward Island for the gallant fight they have made on this question. Having had the pleasure last fall of visiting that beautiful province, which is called by the inhabitants the garden of Canada, I am in a position to know the importance of this question for those people, and the necessity that exists for the Government of the day, be it Grit or Tory, to build this tunnel, if it is feasible. I think the hon. member for Centre Toronto (Mr. Cockburn), did not give a good reason when he argued that we should not give the Province of Prince Edward Island this tunnel, because the province is so small, and the people pay so little revenue to the Dominion. I think that when the Government took these people into Confederation they knew that the population was small, they knew that the income would be small, and having induced them to enter Confederation upon a pledge to build a tunnel, or to give them in some way permanent communication with the mainland, I think they must take up that pledge and carry it out. I have only to say that, having visited those people, having seen the importance of the Island, having observed the opinion of the people in favour of the tunnel, and seeing that they were induced to join Confederation because they expected the tunnel would be built, I think the Government ought to undertake that work if, as the hon. members from the Island have said to-night, it is at all feasible. The older provinces have had their share, and in acting on this matter we must not look only to our respective provinces, but to the Dominion at large. Ontario, the North-West, and British Columbia have had their shares by the building of the Canadian Pacific Railway. The people of Prince Edward Island have paid their share into the public treasury according to their population, and they have paid their share to the public works carried out in the older provinces. We in the Province of Quebec are asking for a bridge, and we hope to get it, and we will ask the people of the other provinces to pay their share. If the people of Prince Edward Island have a right to have the proposed tunnel, if the work is feasible, the Government should endeavour to see its way to give it to them. The Island is a very nice place to visit, and sometimes it is very easy to go there, but very hard to return; it may be a great pleasure to go there, but it is a serious matter to be detained five or six hours in the Straits of Northumberland on a cold day, and especially on Christmas day. I repeat that the Government are bound to build this tunnel if the work is feasible, and if the cost is not too great. The older provinces have had their share of public works, and if the people of Prince Edward Island are entitled to have tunnel

communication I hope the Government will see its way to carry out the work, and fulfil the pledges given during many years and especially during the last election.

Mr. McMULLEN. My remarks will be made mainly for the purpose of referring to the unfortunate position which the hon. member for Centre Toronto (Mr. Cockburn) occupies on this question. When he made his statement in the House he sat alongside of the Minister of Marine. I felt satisfied, and a number of members came to the same conclusion, that all the figures and facts had been supplied by the hon. Minister.

Mr. COCKBURN. They were not.

Mr. McMULLEN. They were very voluminous, and I shall be glad if the hon. gentleman will state where they came from, for they were not complied by him. I am glad, however, to hear the hon. gentleman say they were not given to him by the Minister of Marine. I was under the impression that the hon. gentleman had been led into a trap. My reason for thinking so was the fact that one of the hon. members for Prince Edward Island criticized his utterances in a manner that was certainly not complimentary, coming as the criticism did from an hon. gentleman on the same side of the House as himself. In the next place, the senior member for Halifax made a speech somewhat in the same direction. I had come to the conclusion that the hon. member for Centre Toronto was an aspirant, and justly so, for a position in the Cabinet. I do not know any hon. member in the Conservative ranks, west of Belleville, who is better entitled to a position in the Cabinet than he is. The hon. gentleman comes from one of the most important constituencies in Ontario. I did think from the utterances of the hon. gentleman, and of hon. gentlemen who have followed him that a job had been put up on the hon. member for Centre Toronto. I hope I may be mistaken in that opinion, although I must say that it looks very much like a job. There are a great many members in Western Ontario, and it has been pointed that there is not a member in the Cabinet representing a constituency west of Belleville, and I think no other member is better entitled to become this representative in the Cabinet than the hon. member for Centre Toronto. The hon. member for East Toronto (Mr. Coatsworth) does not aspire to a position of that kind in the face of the hon. member for Centre Toronto. The hon. member for West Toronto (Mr. Denison) could hardly expect that he would be honoured with that seat when the member for Centre Toronto is in the House. So I considered there was a probability of the hon. member for Centre Toronto of becoming a Cabinet Minister, and when I heard the speech he delivered and saw what I considered to be a job put up on him, I thought it was done for the purpose of killing the prospects of the hon. gentleman. I hope I may be disappointed in my conclusion, but we will quietly and patiently watch and wait the results. I have no doubt it will prove a difficulty in the way of the hon. gentleman's elevation, because it is well known that an hon. gentleman seeking a position in the Cabinet endeavours to remain on favourable terms with all the provinces, and the hon. gentleman by his speech has certainly not improved his prospects of getting on friendly terms with Prince Edward Island. I am glad to know,

from the hon. gentleman's record, that he is under the impression that a job has not been put up on him, and I certainly hope it is true; but I must be allowed to retain my opinion that this has been attempted, if it has not been accomplished. It looks very much like it, but I earnestly hope it may prove not to be true. I will watch the movements of things political some time, before that opinion will be completely obliterated from my mind.

Mr. YEO. With the permission of the House I desire to offer some remarks on this subject, which the people of the province from which I come and the people I represent consider one of very great importance. The subject was so well and ably dealt with some days ago by the hon. member for Queen's (Mr. Davies) in making this motion, and by the two hon. members from the Island who have spoken to-night, and by the senior member for Halifax, and by the hon. member for Montnagny (Mr. Choquette), who has just resumed his seat, that I am sure that every hon. member who has given the matter his consideration must be convinced of the justice of the claim put forward on behalf of the people of Prince Edward Island. So much has been said on this subject, and the ground has been so fully traversed that I will have very little to say. But I will recall to the recollection of the House the fact that previous to Prince Edward Island entering Confederation the people were contented and prosperous. It was with much reluctance they cast in their lot with the larger provinces of the Dominion, but once the terms of Confederation were arranged, the people loyally accepted the situation, and so far as they are concerned they have fulfilled their part of the arrangement faithfully and loyally. But I regret to say we cannot say so much for the Dominion Government. One of the terms of the union on which this province joined the Confederation was that the Island should obtain continuous communication with the mainland, and we know that this important part of the terms the Dominion Government has failed to fulfil. Now, Sir, as has already been stated, attempts were made to maintain communication, first by placing the *Northern Light* on the route between Prince Edward Island and the mainland, and although this steamer did remarkably good service we know that she signally failed to keep up continuous communication, and the same may be said as regards the *Stanley* which has taken her place. Both of these steamers have done excellent work in certain seasons of the year, but it is well known to everyone who has given the matter much consideration that during the greater part of the month of January, all of the month of February, and the greater part of March in almost every year, these steamers are not able to keep up anything like continuous steam communication with the mainland. Hon. members of this House who are in the habit of receiving their mails with regularity every day can appreciate the difficulty which business men residing in Prince Edward Island have to contend with when during the winter season they are days, and sometimes even weeks, without receiving their mails. The same is true with regard to the difficulties of the passenger traffic. It is not an unfrequent thing for persons wishing to get to Prince Edward Island in winter to travel to Pictou and when they get there to ascertain that the steamer is somewhere in the ice between Prince Edward

Island and the mainland, and they have to retrace their steps to New Brunswick and cross from Cape Tormentine on the ice-boats. That is a state of things which should not exist. When winter properly sets in the trips of the steamer are protracted and irregular, and usually in mid-winter the mails have to be conveyed on ice-boats between the mainland and the Island. The ice-boat service which we have now is practically the same as we had before Confederation. Slight improvements have been made in the shape of building boat-houses on the Island and on the mainland, but these improvements are very slight indeed, and during the greater part of the winter our means of communication are little better than they were before we entered Confederation. I think that we in Prince Edward Island have very good reason to complain of this, and to ask that justice should be done us. It is acknowledged on all sides that the terms of Confederation on which Prince Edward Island entered the Dominion have not been carried out. I am free to admit Senator Howlan has taken a great deal of pains and trouble in endeavouring to improve the means of communication between the Island and the neighbouring Provinces of the Dominion. We know that for some time the question of the construction of a subway was spoken of, but that has been dropped, and what appears to be the much more feasible project of a tunnel has been taken up. Some few years ago the construction of a tunnel appeared to be likely to involve a larger expenditure of money than perhaps the Dominion Government could feel justified in undertaking, but as it is clear now that the cost of tunnelling has been very much reduced I consider that the Province of Prince Edward Island may very fairly come forward and ask that this question should be seriously taken up by the Government. The tunnel question was brought prominently before the people of Prince Edward Island previous to the last election; I may say that it was not made an issue in that election, because the people of the Island, from one end to the other were unanimously in favour of it, and as all the candidates were pledged to the construction of a tunnel, it was not an issue in the contest. As I have said before, I believe there is very little doubt in the minds of those who have given the matter consideration, that the terms of Confederation have not been carried out. In that respect we have the opinion of one who perhaps was as well, or better able, to give an opinion on the matter than anyone else. I refer to the late Prime Minister. In his letter which has already been referred to, he clearly states that up to that time the Dominion Government had failed to carry out the terms arranged with Prince Edward Island when that Province entered into the union with Canada. During last winter while the elections were pending we were promised a visit from the Hon. Sir Charles Tupper, but unfortunately perhaps for Prince Edward Island he was unable to reach it, and I may say that if his coming there would have been the means of furthering the tunnel I regret very much he did not come. However, he did the next best thing to coming to Prince Edward Island by sending a telegram which has been read here to-night, and the purport of which is that the tunnel is feasible and that he will give it his support. We have therefore the opinion of these two hon. gentlemen that the terms of Confederation have not been

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carried out, and we have the further promise that this measure would receive their support. I think, therefore, that we can very fairly come before this House and ask that the matter be taken up and dealt with in the way which the Province of Prince Edward Island demands. It is unnecessary that I should refer to the letter sent by the late Prime Minister to the Hon. Senator Howlan who was a candidate for a county in Prince Edward Island last election, but I feel sure that his promise, as well as the promise of the hon. gentleman who leads the Opposition, ought to ensure that this question will be taken up and dealt with fairly and properly. We have not very many particulars as yet about this tunnel, but the estimate of its probable cost has been laid before the House. I am not an engineer and I am not capable of giving a professional opinion, but it occurs to me that it is perhaps possible that the surveys which have been made across the Straits of Northumberland have not been as full and accurate as the importance of the undertaking would demand. Perhaps I am not justified in saying this, but I make the statement because I see that Sir Charles Tupper in his telegram says that he is assured that the cost of the tunnel will not exceed \$6,000,000. I suppose in speaking of the tunnel he spoke of a tunnel of sufficient size to give the necessary accommodation, but the estimate which has been placed upon the Table of the House is somewhat in excess of the amount he stated. It would, therefore, appear to me that the engineer—a very eminent one I believe, Sir Douglas Fox—who has furnished this estimate has not had all the information which was necessary to enable him to give a very correct estimate. There is every probability that if his estimate is astray, it will be that he has erred on the larger cost, and the probability is that if his information had been more precise and correct, we would find that the cost estimated by him would be very largely reduced. On this point, of course, the Government can speak with more certainty than one who knows nothing about it beyond what the hon. Finance Minister has stated here. Mr. Speaker, I think it has been frequently represented in this House that Prince Edward Island has not been very generously, perhaps not very fairly, dealt with. Even in the matter of official salaries, from the highest officials we have down to the humblest employé in the railway service, I understand the salaries paid are very much below those paid in the other provinces. I do not know why that should be so—why we should be treated as being inferior to our fellow-citizens in other parts of the Dominion. Taking the people of Prince Edward Island man for man, I feel sure they will compare favourably with our fellow-citizens in the other provinces, and I do not consider distinctions of this kind are, to say the least, very fair. We in Prince Edward Island have been obliged to contribute our share to the construction of the Canadian Pacific Railway, to the large subsidies which have been granted to railways, and to the large sums of money which have been expended on the construction of canals and other public works, while we have received scarcely any benefit from these expenditures, and our own public works on the Island—they are not very many—have not been attended to as they should be. In many parts of Prince Edward Island we have wharves which were taken charge of by the Domi-

nion Government, and which are not in a good state of repair. I have not had the opportunity of calling the attention of the hon. Minister of Public Work to this subject; but if he knew the state of our wharves, he would authorize an expenditure for their repair. If they are not attended to immediately these wharves will fall into decay and be of no use. I merely speak of these things because we in Prince Edward Island consider that our wants have been overlooked. I know that the attention of the Government has been called to these facts by representatives of Prince Edward Island in previous sessions and by representations from the Local Government; but up to the present time they have not been attended to in the way we think they ought to be. Now, I intended making some reference to the speech of the hon. member for Centre Toronto; but I feel that he has been, I was going to say so properly dealt with by the press of Prince Edward Island and by the two hon. gentlemen from that province who have preceded me, that I do not think it is necessary to say anything on the subject. I have no doubt that he himself is now sorry that he did not take a little more trouble to investigate the facts more fully, and to lay more correct information before this House. It has been shown by the hon. junior member for King's County (Mr. McLean) that Prince Edward Island, instead of being a burden to the Dominion, is quite the reverse—that instead of receiving from the Dominion more than we pay into the federal treasury we receive less. The hon. senior member for Halifax (Mr. Kenny), who, to a great extent, is disinterested in this matter, has also shown very clearly that the hon. member for Centre Toronto was quite at fault in making the comparisons he did. The hon. member for Centre Toronto intimated that he would honour Prince Edward Island with a visit during this summer. I hope he will do so. If he goes there and sees that province and has an opportunity of speaking again in this House, I am sure he will speak in a very different tone from what he did the other evening. While the Island is a pleasant place to visit in summer, I would like the hon. gentleman, and many other members of this House, to visit it in winter. They would then themselves experience some of the difficulties which the people of Prince Edward Island have to contend with. They would find them to be very great indeed. We in Prince Edward Island know that we have been a long-suffering and patient people. We have had this difficulty to contend with for eighteen years. We have hoped from year to year that things would be better, but we find that with the exception of a small improvement we are in the same condition to-day with respect to winter communication that we were when we became part of Confederation. I have noticed that whenever any allusion is made in this House to Prince Edward Island it is sneered at. It is said. You are only a small province with a small population, and hardly worth considering. I think that is an improper way to treat a province of this Dominion. If it is a small province, it ought on that account to appeal more strongly to the sympathies of the hon. members of this House. However, I am not here on the part of the people of Prince Edward Island to plead for sympathy or to ask for favours, but only to ask that justice shall be done to us. If we get justice, that is all we want. We are satis-

fied, if we get fair-play, to work out our own business in every way. I have no doubt, from the speeches which have been made on this question at this time, that we are coming near to a solution of this question. I think hon. gentlemen see that there is a necessity of something being done—that they cannot allow us as part of the Dominion to go on in this unsatisfactory manner much longer. We do not wish the Government to rush hastily and recklessly into an expenditure; but we would like them to take the matter up immediately. It is not unreasonable to ask the Government, if they are satisfied that they have sufficient information before them to go on with the construction of the work, that they will do so. If, however, they consider it is necessary that more accurate surveys should be made and other estimates obtained, they should at once take steps to have this done. We do not wish to have this matter laid over, by either this or another Government, until on the eve of a general election it is brought up again. We want it dealt with when an election is not in view, and dealt with in the way the terms of Confederation require that it should be. Now, the hon. gentleman who leads the Government in this House has stated that it is the intention of the present Government to adhere to the policy of the late Government. I am not very particular about that; but there is one thing I hope they will do—that they will adhere to the policy of their late leader in regard to a tunnel for Prince Edward Island; and I hope—and it is the hope of all the representatives of that province on either side of politics—that they will fulfil the promise made by their late leader and bring this matter to a close as soon as they possibly can. If they will do that, they will be doing an act of justice to, not a large province, but to as loyal and faithful a people as there are in this Dominion; and they will be fulfilling the sacred terms of Confederation which were entered into between Prince Edward Island and the Dominion, and concerning which there can be no doubt as to their binding character. We have waited and waited patiently, and have not taken extreme steps in any way, but the time has now arrived when something should be done. The disadvantages under which we labour have been pointed out very clearly. The junior member for King's (Mr. McLean) has gone into this matter very fully; he has shown the disadvantages which we labour under with regard to mails and passengers, and from a commercial point of view, and I believe these are difficulties and disadvantages which every hon. member of this House must appreciate. I trust, therefore, that the Government will see their way clear to take immediate steps to bring this matter to a conclusion.

Mr. WELSH. At this late hour I do not intend to detain the House very long. I have listened with great pleasure to the very able speeches of the hon. member for King's (Mr. McLean) and of the hon. member for Prince (Mr. Yeo), and also to that of my hon. colleague, who introduced this matter the other day in what I considered was a very moderate, temperate, non-partizan speech. He put the matter very calmly and deliberately, and I think his remarks should have been received by hon. gentlemen on both sides with the courtesy they demanded. I am somewhat astonished that we have had no reply from any member of the

Government on this matter. The only Minister who spoke was the Postmaster General, who brought to the notice of this House the fact that the postal service in Prince Edward Island is not self-sustaining in proportion to that service in other provinces. Naturally so, since we are isolated, and the conveyance of our mails is a very complicated business. In the fall of the year there are three routes over which our mails have to be conveyed—at one time from Cape Tormentine to Cape Traverse, at another time from Charlottetown to Pictou, and again from Georgetown to Pictou; and those routes have to be changed very often, thus entailing very heavy expenses. I might also ask how you could expect our postal revenue to equal that of other portions of the Dominion where there is continuous communication, whereas in the Island we are at times a week or ten days without any mail. How can you, Sir, expect a revenue from a service conducted in that way. But I must compliment the hon. Postmaster General on the able way he has conducted the postal service of Prince Edward Island since he took charge of that Department, for it was never shown previously the consideration it has since then received. In former years our newspapers were full of letters complaining of the inadequacy and mismanagement of that service. Talk about the letter in the *Examiner*, that Government organ of which the hon. member for Centre Toronto (Mr. Cockburn) complains; the strictures in that letter are mild compared with those that appeared concerning the management of the postal service in those days. You do not see anything of that kind now, but on the contrary you see every consideration given to Prince Edward Island which it is possible for the Postmaster General to give it; and if His Excellency the Governor General had called on me to form a Cabinet I should have been very happy to have asked the Postmaster General to remain in his present position. The hon. member for Centre Toronto applauds, but he will not applaud so quickly now. He scribbled off a lot of figures and statements. His scribbling some recompense may meet, and raise this Daniel to the judgment seat; but I doubt whether his scribbling will bring him to that position to which we are told he aspires. That hon. gentleman's statements were totally uncalled for. Since I have had the honour of a seat in this House I have refrained from ever interfering with any hon. gentleman when discussing the wants of the district he represents, as I consider every representative on the floor of this House is the proper party to understand the wants of his own constituents, and I hesitate about passing an opinion on subjects in the district of another hon. gentleman. Those subjects I leave to be dealt with by the member representing the district interested; but here is an hon. gentleman who never took the trouble of coming to look at Prince Edward Island, and who gets up in this House and insults, not only every person from the Island, but the memory of his late leader, the Right Hon. Sir John A. Macdonald. He insults also the intelligence of Senator Howlan, who resigned his seat in the Senate to give this matter of the tunnel his serious consideration for a number of years, and who spent his time and money in trying to get a scheme adopted by which continuous communication might be kept up between the Island and the mainland. He insulted equally the intelligence of my hon. friend the leader of the Op-

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position, who visited the Island and crossed in the winter time, and therefore knows the difficulties under which we are labouring. And what do we ask? Do we ask an impossibility? Is our request an unreasonable one? We only go as far as Sir John A. Macdonald went, and the leader of the Opposition went, when we ask, if this matter is feasible and not too expensive, that it should be carried out. We know that since we have been in session we have been flooded with petitions for prohibition from all sections of the country. No one here attempted to sneer at those petitions, and how have they been dealt with? They have been dealt with by means of a Royal Commission to investigate as to whether prohibition is required or not.

Mr. MONTAGUE. Would you favour a plebiscite on the tunnel question?

Mr. WELSH. If there is no better mode of settling this matter, we will have to do what the Finance Minister did with the prohibition question, and appoint a Royal Commission to investigate it. There are a good many other matters that might be brought up. My hon. friend, the member for King's, made a magnificent showing of the benefits this scheme would produce to Prince Edward Island. He has shown that in the fall of the year our shipping time is limited to the month of November, as the harvest is gathered in and the potatoes taken out of the ground in October, so that November is the only month we can ship our produce. Our produce is then forced out by every means we can get and run into our limited markets, which are then glutted; whereas if we had a tunnel our farmers could ship their supplies according as the markets required them. If the tunnel were built, do you mean to say, Sir, that the postal revenue would not be increased and be equal in proportion to that of any other part of the Dominion? Of course it would. And the Prince Edward Island Railway, instead of running at a loss of \$100,000 a year, would run at a very much decreased loss, if indeed it were not made profitable. The Intercolonial Railway and other railway connections on the mainland would be benefited, so that this tunnel would be a means of profit to the whole Dominion. I think that we ought to have some statement from a member of the Government as to what course the Government intend to pursue, for in Prince Edward Island we are neither Liberal nor Conservative, so far as this question is concerned. On this question we are all united, and are going to stand no nonsense about it. It is not necessary for me to go through all the figures which my hon. friend has quoted, and I have to thank the senior member for Halifax for his kindness in making the statement he did. This scheme would not be a wild-cat scheme if it is feasible, and can be carried out for a reasonable amount of money. There was no trouble about giving \$150,000 to dump a pier at Cape Tormentine. Allow me to ask any member of the Government, who asked them for it? Is there a man from Prince Edward Island who asked for the \$150,000 to be dumped into the sea at Cape Tormentine? Then they went into the Chignecto Railway scheme, which I call a wild-cat scheme, and which will cost at least three millions of money. Look at the reckless way in which the millions have been scattered round that place, and they say Prince Edward Island will get the benefit

of it. When Sir Charles Tupper was here as Minister of Railways he said, pointing to me: Here is a man who objects to this railway, and it will do more benefit to him than to any man in this Dominion. I think, when a man does not ask for a thing it is hardly worth while giving it to him. I maintain my opinion on the subject. Time will tell whether I am right or not, but I believe the money is thrown away. We are told it is for Prince Edward Island. Prince Edward Island never asked for these things. Now we ask for something which all the members from the Island are united in asking for, and that is consideration for this tunnel scheme. The Government in the last Parliament, when it was presided over by the late lamented leader, sent surveyors and had the Gulf surveyed, and then they had the matter left to Sir Douglas Fox for his estimate. The opinion of Sir John Macdonald was, that if it could be built for five or six millions it would be well to go on with it, and he would lay the matter before his Government? Is that the opinion of the Government to-day? I hope it is, and I think the sooner this matter is decided and the Government lay it before the House the more satisfactory it will be to the people. At all events, the people of Prince Edward Island are determined, as far as they can, to have something done to see that the Government fulfil the terms of Confederation. Now we come to a real simple matter. We entered into Confederation in good faith with the Government of this Dominion. The Government pledged themselves to establish continuous steam communication between Prince Edward Island and the railways of this Dominion. Have they done so? They have not. They have failed in doing it, and what excuse can any hon. gentleman give for their not fulfilling those terms? If one gentleman has an agreement with another and fails in carrying it out he is liable for damages. The amount of \$5,000,000, which the Conservative Government of Prince Edward Island demanded in their Address to the Queen, for the non-fulfilment of the terms of Confederation up to date, would nearly build this work. I will not detain the House further, but I fully endorse all that has been said by my hon. friend from King's (Mr. McLean), my hon. friend from Queen's (Mr. Davies), my hon. friend from Prince (Mr. Perry), and my hon. friend from Halifax (Mr. Kenny), and I hope the Government will give the members and the House a clear understanding as to what they intend to do in regard to this matter.

Mr. WOOD (Westmoreland). I did not intend to occupy the attention of the House by any remarks on this question, but I think it is perhaps hardly fair that the discussion should be confined to the members from Prince Edward Island, and my hon. friends from Toronto Centre (Mr. Cockburn), and Halifax (Mr. Kenny). Some of the remarks which have been made by the last two gentlemen who addressed the House have, I think, hardly been made in the fair spirit which has generally characterized this discussion. All through the discussion, I think, there has been an endeavour by every person who has addressed the House on this subject to deal with the question fairly, and upon its merits. The speakers to whom I refer, however, seemed rather disposed to complain that the terms of Confederation had not been carried out as far as Prince Edward Island was concerned,

and that the Government had not made an earnest effort to carry out those terms. I think that those charges against the Government are hardly justified by the facts. The speech which my hon. friend from Toronto Centre (Mr. Cockburn) made was intended to show that Prince Edward Island had received an amount from the Dominion treasury which was very large in proportion to her contributions to the general fund. While I do not endorse what I regard as the extreme view which the member for Toronto Centre took of that subject, I cannot on the other hand endorse the sentiments of the last two speakers, that the interests of the Island have been entirely neglected by the Government. The hon. member for Prince said that the people of Prince Edward Island were in no better condition to-day than they were before Confederation. I think any hon. gentleman who will compare the condition of things to-day with the condition of things before Confederation will agree with me that the hon. gentleman was not justified in making that remark. We well know that during the winter season, during which the greatest hardships are suffered, before Confederation the only means of communication with the mainland was by the ice-boat service between Cape Traverse and Cape Tormentine, that the service was very inefficient at that time, and that after people from the Island had crossed the Straits they were obliged to take a long journey by road. They had to go from Cape Tormentine to Sackville or Amherst, on the mainland, and I think as far as the county line on the Island. The drive on the mainland was about 40 miles, and I think, though I am not quite certain as to the figures, the drive on the Island was about 20 miles. If they compare that with the service they have to-day, even at the Capes, and remember the fact that instead of being obliged to drive this long distance in the cold with horses and sleighs, they can travel by train comfortably and quickly, the hon. gentleman will be hardly in a position to say that their condition is no better than it was before Confederation. The same gentleman referred to the efforts of the Government to establish steam communication in the winter by the construction of the *Northern Light*. That boat was constructed by the party of which the hon. gentleman is a member and the Government which that party supported. It proved in time that that boat did not efficiently perform the service for which she was intended; but in 1883 the Government, in response to the request of the representatives of Prince Edward Island, appointed a committee to enquire into the whole subject of this communication with Prince Edward Island. That committee spent some weeks in investigating this subject; they had a number of gentlemen brought to Ottawa from Prince Edward Island and from the mainland, who were familiar with the question of communication there. They took the evidence of these gentlemen and presented a report to Parliament; and as a result of that report, which emanated, as I say, from the representatives of Prince Edward Island, we have at the present time the *Northern Light* replaced by a new and, I believe, as good a steamer as can be built for the service—the steamer *Stanley*. We have in addition to that an ice-boat service between the Capes, very much improved, and placed under the control of the Government. We have also the two railway systems, the Prince Edward Island system and the

Intercolonial Railway on the mainland, connected by branch lines. This is the result of the action of the Government, founded upon the reports of the committee which was appointed in 1883 to investigate this subject. I believe there is a disposition on both sides of this House to deal fairly with the question, for it must be admitted that whether the terms of Confederation are literally carried out or not, there has been every possible effort made on the part of this Government, and I think on the part of the Government which preceded it, so far as possible, to carry out the terms of Confederation and give the Island the very best communication with the mainland which it is possible to do under existing circumstances. Now, with regard to the construction of the tunnel, I do not wish to occupy the time of the House any further in discussing that question. The speech of the hon. member for King's P.E.I., (Mr. McLean) has really exhausted that subject. He went into a number of calculations to show the saving that would be effected in the present expenditure for communication with the mainland, if this tunnel were constructed. There can be no doubt in the mind of any one of the enormous advantages which would result to the farmers of Prince Edward Island if they could have continuous communication through the winter season. The advantage of having access to the markets of the Dominion for their farm produce, during the winter season especially, would be of great importance to the farmers, and would very greatly improve their condition. I believe that the Island embraces an area of something like a million and a-half acres of land, and that about half this quantity is under cultivation, say 700,000 acres. Now, in my judgment, if constant and regular communication during the winter could be established, it would very greatly enhance the value of the whole of the farm lands of Prince Edward Island. If the present cultivated lands were increased in value by \$10 an acre, we would have an increase in the value of the agricultural lands of the Island, by the construction of the tunnel, amounting to \$7,000,000, which is, at all events, half the cost of that work, perhaps more, perhaps it would be the entire cost. If we take the whole land of Prince Edward Island and put the same increase upon it we would have \$15,000,000 added to the value of the property of the Island by the construction of this work. This may or may not be a correct estimate, but I believe that it is an estimate which is within the mark. I am convinced that in a country which has such great agricultural advantages as Prince Edward Island, which has such a fertile soil, which is capable of producing such excellent crops, if they had regular access to the markets of the rest of the Dominion, the value of their farm lands would be very greatly enhanced, and I think the estimate which I have made is not beyond the mark. If I am correct in this view, this subject certainly demands from the Government the most serious consideration. I am glad that it is receiving so much attention at the present time, and I am glad that the leaders of both political parties in this House have, during the last year, committed themselves to the construction of this important work, if it is found to be practicable, and can be done at a reasonable cost. I trust that some steps will be taken during the present season to have further surveys made, and

Mr. Wood (Westmoreland).

such other information regarding this work obtained, as will enable the Government and the House to come to an intelligent decision in regard to its practicability.

Mr. MACDONALD (King's, P.E.I.) I will not detain the House at this late hour with many remarks on this subject. As it is not a political subject, I had hoped that the remarks made by the hon. member for Queen's, P.E.I. (Mr. Davies) and my hon. colleague from King's, P.E.I. (Mr. McLean), and the hon. gentlemen from Prince (Mr. Perry and Mr. Yeo) would have exhausted the subject so that it would not be necessary for the other gentlemen from Prince Edward Island to take up the time of the House. However, as all the other representatives from Prince Edward Island have spoken on this subject, I will offer a very few remarks. I must thank the House for the manner in which they have received the remarks of the hon. gentlemen who have spoken on this, to us, all important subject. I think that my hon. friend the junior member for Prince perhaps made a little slip when he said, or insinuated, that we were being sneered at in this House; I do not think that he intended his remarks to apply to the present House, at least. I must congratulate my hon. friend and colleague from King's (Mr. McLean) for the manner in which he presented the facts to the House. He has taken up all the points, I think, as fully and as thoroughly as they can be taken up, and he has shown that we are fair contributors to the treasury of this country in proportion to our population; and if we had the advantages that other portions of the Dominion have, of regular and steady communication with the mainland, our railroad, instead of being a loss to the treasury of the Dominion as it is now, would be self-sustaining. He has also shown that if the tunnel scheme was carried out the province would become a contributor towards making the Intercolonial Railway self-sustaining. There is no doubt that at the present time we are under great disadvantages because of our isolated position, and I trust and believe that the Government will take the earliest opportunity to investigate this question of the tunnel with a view of seeing whether it can be carried out at a reasonable cost. The question of the size of the tunnel is one which we are not prepared and do not wish to go into now. The Government have a report before them from eminent engineers, showing the cost of different sizes of a tunnel, and in any case, as I understand the matter, it is advised that a shaft be sunk on the Prince Edward Island side of the Straits to a certain depth in order to reach the strata that forms the bottom of the Strait and runs across to the mainland; and if this strata is found to be such as geologists suppose it to be, that fact will be of the very first importance in the construction of the tunnel, and the formation is everything that could be desired. I trust the Government will see their way clear to put a sum in the Estimates, even this present session, in order to sink such a shaft and demonstrate whether the tunnel can be carried out successfully. I do not intend at this late hour to encroach on the time and patience of the House by offering further remarks on this question, but I would just say that I do not know but that after all we have to thank the hon. member for Centre Toronto (Mr.

Cockburn) for the remarks he made on this subject, because I think if he has not done anything else he has aroused the sympathy of the House and given my hon. friend near me a chance to demonstrate that the figures which the hon. member for Centre Toronto presented to the House were not based on a proper foundation.

Mr. COCKBURN. May I be allowed to say one word before this motion is put?

Mr. SPEAKER. The hon. gentleman can only make a personal explanation in regard to any portion of his speech which may have been misrepresented.

Mr. SPROULE. I move the adjournment of the House, with a view to give the hon. gentleman an opportunity to say a few words.

Mr. COCKBURN. I regret that any remarks which I may have considered it my duty to make with respect to this question of a tunnel between Prince Edward Island and the mainland should have given umbrage to hon. gentlemen who have been sent here to represent that Island, and certainly I had no such intention when I brought forward those figures and data that I laid before the House. It was far at least from my mind to offer anything like an insult, as my words have been characterized, to members representing the Island of Prince Edward. I have been asked if my figures were given to me by any member of the Government. The reply I had to make was that the figures were entirely my own, that I had culled them from the Auditor General's Report, and that I marked opposite each item the page from which I had extracted it; so that I take full responsibility for those figures on myself. I have been accused of narrow-mindedness, of having a provincial cast of mind, of being unable to develop any political worth. All I can say is, that I never brought forward my data with a view to establish any principle like this, that in dealing with any province we should consider how much we receive from it and how much we give to it. I stated distinctly, at the beginning of my remarks, that I regarded it as a Dominion and not simply as an alliance of provinces, that I was proud to stand here as a Canadian, and though I have the honour to represent a part of the city of Toronto, yet the interests of the Island of Prince Edward or of Vancouver are no less dear to me, and I claim I have the right as a citizen of this Dominion to take up and lay before this House any data I may have with reference to any one part of it. I cannot for a moment allow the ground to be taken by anyone here that because he happens to represent a particular district, we are all to be precluded from offering any advice with respect to any request made by that district. My figures have been called in question. It is unnecessary for me, and it would be foolish for me at this early hour of the morning, to take up the question of these figures in detail; but I cannot help directing the attention of the House to the fact that the amount of Excise mentioned by the two hon. gentlemen who wish to controvert my figures was \$185,000. That is the amount claimed to be paid for Excise by Prince Edward Island. The Island I understand is under the Scott Act, and the only town where spirits are sold or that is free from the operation of the Act is Charlottetown, which I believe is a prosperous city of 12,000 or 12,500 inhabitants. Accordingly, taking \$185,000 for

Excise it becomes necessary for me to divide that amount among the 12,500 inhabitants of Charlottetown, which gives on an average an amount of \$15 per head for every man, woman and child. Or, if I were to look at it in the other light of supposing that young children were not addicted to drinking, and look at it simply in the light of ascertaining how much each head of a family would consume, I would multiply 15 by 5 and get \$75 for every head of a family as the amount of Excise paid by him, and this would involve his consuming no less than 55 gallons of whiskey per annum. We are told that Toronto was a drunken city by my return, but in common sense what must Charlottetown be, with every head of a family consuming every week no less than one gallon of whiskey? I simply mention this point as an illustration—I might take other instances of the manner in which my figures have been attempted to be dealt with. My figures are there; my figures are correct.

Mr. DAVIES (P. E. I.) No.

Mr. COCKBURN. Apart from these matters, there is the broad question, is it advisable to build this tunnel under the circumstances?

Mr. DAVIES (P. E. I.) The hon. gentleman was widely astray in regard to the amount paid for Customs.

Mr. COCKBURN. Is it advisable under the circumstances to build the tunnel? That is really the question before us. I take the ground that, considering all the circumstances in which we are placed, the heavy indebtedness under which the country lies, the fact that we have just been relieved of two millions or three millions of revenue, the fact that there has been an earnest desire expressed on both sides of the House to curtail our expenditure and to delay all unnecessary expenditure and to put aside all expenditure we could put aside for the moment, I took the ground, and I take it still, that it is not advisable at present under the circumstances to deal with this question at all. We must await developments, and perhaps in the future, as we have seen within the past two years how very great has been the reduction effected in the cost of submarine tunnels, that a tunnel which would cost a few years ago \$24,000,000 could now be obtained for \$12,000,000, perhaps in a few years this tunnel may be obtained for a very few millions. It will then be time, I think, for us to take up this question; but until the expense can be brought within a reasonable compass I contend it is within our duty not to be holding out false hopes, but to improve as far as we can the machinery we now have for effecting continuous communication with the mainland and the Island. I have to thank hon. members who are kind enough to invite me to visit their pretty Island. I have no doubt if I went there I should meet with that courteous reception which one gentleman would extend to another, and I can assure them that, while we think a great deal of Ontario, we have never ceased to think well and to speak well of the pretty Island of Prince Edward, and we have always been glad to receive the representatives from the Island who have come up to Toronto with the greatest courtesy and the greatest kindness, and I trust that if there has been any feeling excited by any words of mine the other evening with

reference to Prince Edward Island, it shall be considered that the facts were stated because I believed them to be true, as I still believe them to be true, and because I believe the facts and the statements which I made were in the best interests of our common country.

Motion to adjourn the House withdrawn.

Mr. FOSTER. It is not my intention to waste, or to take up any of the time of the House at this late hour, and I should not have spoken were it not for some remarks which have been made by gentlemen from Prince Edward Island especially, and because of the fitness of things that it would be well that a motion of this kind should receive some remarks from a member of the Government. There is no doubt of one thing: I think those hon. gentlemen who come from Prince Edward Island, and who have debated this subject in so judicious a manner in the main, must have been pleased with the kindly and generous interest which has been manifested in it by the members on both sides of the House. I do not think, at any time in the previous history of Parliament since I have had connection with it, that any question which has come from Prince Edward Island has received a more careful consideration at the hands of the House than the question which we have been discussing to-night. That arises I suppose from the fact of the earnestness of the desire of the Province of Prince Edward Island for this improved means of communication, and from the fact also, that it has come to be a question in which the whole Island is interested, and it so rises to a certain extent above mere party politics. That interest is due to a great many causes; it is due to the natural situation of Prince Edward Island and the difficulties which, on account of nature, are in the way of her having communication continuously with the mainland. It is due also to the very strong efforts which have been made by certain citizens of Prince Edward Island, notably, amongst others, Senator Howlan; and while speaking on this point, I wish to say that, to my mind, the criticism upon Senator Howlan for his having been anxious to resign his seat in the Senate and to contest an election for this Parliament and so gain a victory for the Government, is not, I think, a just criticism under the circumstances. That a man who has a seat in the Senate, in the receipt of the same indemnity, and possessing much the same honours as are held by a member of this House; that he should resign that seat and take part in an arduous and heavy contest in the winter season in Prince Edward Island, argues, I think, a state of mind and an earnestness of purpose which should shield him from criticism of that kind. I know from personal knowledge that Senator Howlan was not asked by the Government, and was not pressed by the Government to resign his position as Senator and to contest this seat for the House of Commons; but he did it because he believed in the tunnel, he wanted to advocate the interests of the tunnel, and he wished, and I believe he still wishes most earnestly, to see it an accomplished fact. I wish also to correct another impression—an impression which seems to have been shared in by my hon. friend from Prince County, who I am sure would not wish the House to have a wrong impression of the facts. The hon. gentleman from Montmagny (Mr. Choquette) seemed to go on the same assumption, and

Mr. COCKBURN.

that is, that there was a pledge at the time of Confederation that the tunnel should be built, or that a means of communication which could only be brought about by something like a tunnel should be provided, and further, that Sir John Macdonald pledged himself that if it were possible, and the expense reasonable, the tunnel should be built, for the reason that Canada had not carried out its pledge given at the time of the union of Prince Edward Island with the Dominion. Now, Sir John Macdonald's letter does not, I submit, carry with it that meaning at all, and I wish to read the letter so that it may be fresh on the *Hansard* and in the minds of hon. gentlemen at the time this assertion is made. Sir John Macdonald's letter is as follows:—

"In response to your pressing request with respect to the tunnel across the Straits, I desire to repeat that, under the present circumstances, the Cabinet are not in a position to deal with the question. If, as I believe, the country will continue to give us its confidence, the Ministry will, under my guidance, take the matter up without delay. I understand that Sir Douglas Fox is of opinion the scheme is a feasible one. The chief thing still unknown is the cost of construction. I fully appreciate the nature and extent of the obligation incurred by the Dominion to maintain continuous communication between the Island and the mainland. We have tried to carry this out by the *Stanley*, but of course she cannot fight against the elements. So if the cost comes within a reasonable amount, such as Parliament feels itself justified in incurring, I shall be prepared to submit the question for their favourable consideration."

Now, I do not consider that that letter admits that this Government, or any other Government preceding this, has not tried to carry out, and has not carried out the practicable engagements made at the time of the union of the Province of Prince Edward Island with the Dominion. You must read that of course in the light of circumstances and in the light of the time, and taking it in that sense, and considering what has been done by the different Governments, I do not think the cause of the tunnel will be advanced, and I do not think plain, practical, honest men looking at this matter from an unprejudiced standpoint will admit, that the cause of the tunnel will be furthered, by advancing the statement and by making the contention that the Dominion has broken its pledge of good faith with the Province of Prince Edward Island; and that in order to redeem itself and to prevent it from standing under that disgrace it must build a tunnel. My own impression is that everything that has been promised, everything that was promised in the terms of Confederation has been honestly and loyally carried out by the Dominion, and to say, as some gentlemen have said, that the state of communication between Prince Edward Island and the mainland is not better to-day than it was before the Island entered Confederation is to state a thing which is I think on the face of it plainly absurd, and which will not go down with practical and sensible men. I do not wish to go into the discussion of that matter to-night, for there is not time. With reference to the tunnel and with reference to the position of the Government upon it, I may simply say this: The Government has always felt a kindly desire towards Prince Edward Island. That is a feeling which I suppose every Government would entertain for Prince Edward Island. It is a smaller province, it has difficulties to contend with as to its communications. Every word that my hon. friend from King's (Mr. McLean) said in his most excellent and sensible

speech is true in that regard, and the advantages which would accrue to Prince Edward Island from a continuous and open communication of this kind would be incalculable to that province. There is no doubt about that, and any Government would have sympathy with an Island situated as it is, and as being a part of Confederation and labouring under these disadvantages. I think that whatever claim the Province of Prince Edward Island has to urge before this Parliament and this country must be placed upon that basis, and not upon the basis that a pledge given has been violated, and that consequently in order to keep faith the tunnel must be built if it is at all a possibility. My hon. friend from King's (Mr. McLean) touched another very practical point, and it is one which I talked over with Mr. Ferguson and Mr. Sullivan on two or three occasions when they visited Ottawa for the purpose of pressing this scheme on the Government. The Province of Prince Edward Island must in the first place admit that this tunnel, if it is feasible at all, is only so at a large cost which must be chiefly borne by the Dominion at large. What is the Province of Prince Edward Island prepared to do in return for that? It struck me, and I so canvassed it with those gentlemen—and I noticed that my hon. friend took up that point to-night—that in the working out of the feasibility of this scheme, we are to come somewhere near to this point. If it is feasible, it would be an excellent thing for the Dominion, and the Province of Prince Edward Island to have the tunnel built. In the first place, we ought to see what it can be built for. That is, is it feasible at all, and if so, at what cost? The Government has I think done all it can be asked to do in this regard. It has carried on its investigations, and at the request of delegates from Prince Edward Island, it has borne the cost of an investigation by Sir Douglas Fox and others, with a view of getting estimates, on such data as were available, of the cost of the tunnel. These are now in the hands of the Government and will be placed in the hands of the House. It may be possible, and I believe it is true, that there are not yet sufficient data for getting at what may be termed the fairly certain cost of the tunnel; and I think it will be the duty of the Government, and I am sure it will also be its pleasure, if there is something else needed in order to carry on investigations which will give the data as nearly as possible for a pretty definite and certain estimate of the cost and feasibility of constructing a tunnel, to do this if it can be done without too great cost, as I am quite certain it can. So far, the Government has evinced its desire to do all that is possible under the circumstances. Then the question comes, what kind of a tunnel is necessary—one of 18 feet, one of 16 feet, or one of 11 feet? That is to be determined by the cost of one or other of these tunnels. But the cost of the larger one may preclude the possibility of its being built. If so, would a smaller tunnel be of such clear benefit to the Province of Prince Edward Island that it would be worth the cost of building? These things are treated in the report in part, and will have to be considered carefully by the Government and by the House as well. Then, if we get at the cost of the tunnel, it seems to me the next question comes for Parliament to decide, what would be the cost of carrying the interest charge on that tunnel and working it?

When you have that, it is fair to set opposite to it all that it costs the Dominion now to keep up the communication which we have been keeping up year in and year out, by way of vessels, mail service and whatever other cost there may be. That it is perfectly fair to set over against the interest charge of carrying the cost of the tunnel. Then there is something which may be said in favour of the contention that a bit of railway on the Island, disjoined from the system on the mainland, even though in a productive island like Prince Edward Island, cannot be under such favourable conditions for paying its way as if it were joined to the mainland by continuous communication; and I think it is a fair ground of argument that if the tunnel were built and this continuous communication were kept up, the deficit at present existing on the Island railway would be largely diminished, if it did not entirely disappear. That would depend in part on the size of the tunnel and as to whether the cost could be met of building a tunnel which would allow of communication by railway through and through. That would create the necessity of widening the rails on the Prince Edward Island side, which would be attended with additional expense. But there is a fairly practical consideration in that point, which was particularly mentioned by my hon. friend. If this tunnel would be beneficial, and we all acknowledge that it would be, and if the loss to-day is what we know, the loss is on account of the shipment of produce having to be made at once without the possibility of keeping it until prices are high, and on account of shipment not being continuous; if the loss to Prince Edward Island is great in that respect, why should not Prince Edward Island bear its fair proportion of the tolls on every bushel of potatoes, every bushel of grain, and every bit of produce that is now lacking its best and continuous marketing for the want of the tunnel? That is a fair thing for the people of Prince Edward Island to think of. After you have all these other charges offset against the interest charge, and find that the deficit is still too large for the people of this country fairly to assume, consistently with maintaining the interests of the other parts of the Dominion, it is a fair thing, when making an arrangement so costly and yet so advantageous to the Island, to think of putting upon its products a certain moderate toll which will act as a continuous revenue to offset the charges over and above the present outlay for services. I am prepared to say as a member of the Government that, when you put these two together and find that there is yet a certain deficit, the Dominion out of pure good heartedness, out of generosity to a smaller province, out of consideration to the peculiar natural difficulties which that province has to contend with, would be justified in giving a certain amount in addition in order to carry out the construction of a work of so great advantage to that province and of some further advantage to the other parts of the Dominion. That is about the way this matter strikes me; and so far as the Government is concerned, it has done what I have stated, and I think it is prepared to say that if further estimates are necessary to get at the cost of the structure, they will be got; and after that the Government will seriously and earnestly consider the question as presented in the light of those facts,

and ask Parliament to consider it as well. It will then be for this Parliament to say whether or not under all the circumstances it considers that the case is reasonable upon which the construction may be undertaken.

Motion agreed to.

Mr. BOWELL moved the adjournment of the House.

Motion agreed to; and House adjourned at 12.30 a. m. (Thursday).

## HOUSE OF COMMONS.

THURSDAY, 2nd July, 1891.

The SPEAKER took the Chair at Three o'clock.

PRAYERS.

### COMMITTEES OF THE HOUSE.

Mr. BOWELL moved :

That the names of Messrs. Desjardins (L'Islet) and Masson be substituted for those of Sir Hector Langevin and the late Sir John A. Macdonald on the Committee of Privileges and Elections.

That the name of Mr. Hodgins be placed upon the Committee of Railways and Canals in lieu of that of the late Sir John A. Macdonald, and that the name of Mr. Henry Corby be substituted for that of the late Sir John A. Macdonald on the Committee of Public Accounts.

He said: The House will understand why these changes are proposed. I may say, on behalf of Sir Hector Langevin, that, under the circumstances, he desires to be relieved from the responsibility attaching to his position as a member of the Committee on Privileges and Elections.

Motion agreed to.

### SUPPLY.

House again resolved itself into Committee of Supply.

(In the Committee.)

Mr. FOSTER. Before taking up the items, I may state what I propose to ask the House to do, under present circumstances, which course I have talked over, in part, with the hon. member for South Oxford (Sir Richard Cartwright). I propose, if the Committee will help me in it, to pass as soon as possible the Supplementary Estimates for the past year; to pass, in addition to what we have passed, in the main Estimates, the items for pensions, which involve no discussion, as a rule, and those for the Post Office service, which it is very important we should pass in order to provide money for current expenses, and to ask the House to concur in these items, after they are passed; to put them in one Bill, send it to the Senate, and have it passed as soon as possible. I believe arrangements have been made to give assent to some Bills during the early part of next week. I ask the co-operation of hon. members in endeavouring to have this programme carried out as rapidly as we can, consistently with fair discussion.

Sir RICHARD CARTWRIGHT. I did not understand, when the hon. gentleman spoke to me on this subject, that he proposed to include the Post Office service.

Mr. FOSTER.

Mr. FOSTER. I did not at that time, but it has been represented to me that, if possible, these items should be included, as the operations extend over the whole country.

Sir RICHARD CARTWRIGHT. It would be a very fair course to adopt to take a proportionate vote for the Post Office. We do not, of course, want to interfere with its operations; but as to passing all the items in bulk—

Mr. FOSTER. I would not ask that to be done. We will have time to have the usual discussion on the Post Office items.

Sir RICHARD CARTWRIGHT. I should have supposed that it would have been better to have adopted the course followed on similar occasions in England, and that is, to take a proportionate vote of one-tenth or one-twelfth of the total amount required. There are certainly some items in the Post Office estimates which will be likely to involve some discussion, and these might protract matters.

Mr. FOSTER. We will see when we come to them; some might be omitted, if there is not sufficient time. But during to-day and to-morrow we shall be able to consider them and give them a fair discussion.

Sir RICHARD CARTWRIGHT. There is a vote of want of confidence pending, but that stands over, I suppose.

Canadian Pacific Railway—Construction.....	\$13,000
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Sir RICHARD CARTWRIGHT. I desire an explanation of this item.

Mr. BOWELL. This amount is to pay part of the expenses and salaries in connection with the Canadian Pacific Railway arbitration now going on.

Sir RICHARD CARTWRIGHT. Then this is really for legal expenses?

Mr. BOWELL. It is in connection with the salaries of those connected with that staff, and also other expenses attending the arbitration. I will give the hon. gentleman some particulars if he desires them. This sum is to pay salaries and expenses in this connection to the extent of \$10,000, and to pay claims and salaries and expenses connected with some old claims under the original contract.

Sir RICHARD CARTWRIGHT. In that connection it will, no doubt, be of interest to the Committee to be advised, first, as to when the present arbitration is likely to close; and second, whether the award is likely to be final, and whether further and ulterior legal proceedings will then be in order. Seeing what that arbitration has cost us and how long it has continued, I have no doubt it would interest the Committee and professional men to know what probabilities there are of further proceedings in that direction.

Mr. BOWELL. I am informed that the arbitration is likely to close very early, and it is anticipated that that will be the end of it—that is, at least, our hope, and I am informed there is no probability of an appeal from the award.

Sir RICHARD CARTWRIGHT. I should like to know from the Minister of Justice whether the