

will be asking for another \$1,000,000 and if the financial and commercial disaster resulting from the failure to maintain the service last year are to be repeated in the future, \$1,000,000 will not give satisfaction to the people of Prince Edward Island. This is a serious matter, and the government should take into consideration whether it would not be well to consult engineers and competent persons as to the construction of the tunnel between Cape Tormentine and Cape Traverse. But, in the meantime we must have a pier. We must have facilities. The tunnel cannot be built in a year, nor in four or five years, and in the meantime we want facilities to carry on our winter service. We want a pier at Carlton point and we must have a new steamer. The steamer 'Stanley' will soon be no good and the steamer 'Minto' has certainly not sufficient capacity to carry the traffic between the mainland and the island. The people of Prince Edward Island have certainly been long suffering. They have been putting up year after year with a great deal of lumbag and mismanagement—absolute mismanagement—on the part of the government. I can call it by no other name; there is no excuse for it, as it has been repeated year after year and we have observed it very closely this year. We can get no satisfaction. It probably may be that the captains want to carry out the service satisfactorily. A representative in the local house made the charge that he knew that one of the captains was following instructions in not carrying out the service and that he could prove it. It is a general idea prevailing in Prince Edward Island that they are trying to give a black eye to the Summerside-Cape Tormentine route. The department at Ottawa may be trying to carry out the service, but they apparently do not understand the situation, they do not understand the changes in conditions that are liable to take place within a day in regard to ice and unless you have a local board of control or an agent of the department who has backbone enough to go ahead and perform the service without being hampered with a lot of red tape from Ottawa we will never have a satisfactory service. We ought to have some person on the spot who is in a position to dictate how these steamers shall be run. We must either have an agent of the Department of Marine and Fisheries down there who is capable of doing the work or a board of local control such as is advocated by a great many representative men on the island. I do not wish to take up any more time of the House upon this question except to say that while the people of Prince Edward Island realize, it is time the government realized, that this matter has to be dealt with in a business-like way, they have the experiences to show that improvements are needed without delay. They are in a position to know that the two boats we have are not sufficient to

perform the service and that we want landing facilities at Carleton point. I beg leave to move the motion which stands in my name.

Motion agreed to.

MOTIONS AGREED TO WITHOUT DISCUSSION.

Copies of all reports, correspondence, petitions and papers that are to be found in the Department of Marine and Fisheries, or in any other department, concerning the construction and placing of fish-ladders in the Rivière du Nord, crossing the county of Two Mountains, from its confluence with the Ottawa river, at St. André, in the county of Argenteuil, to St. Jérôme, in the county of Terrebonne, for the purpose of preventing the destruction of fish in the Rivière du Nord.—Mr. Ethier.

Copies of all correspondence, Orders in Council, and other documents, in anywise relating to improvements or work done by the government of the United States: 1st. In the Detroit river and Lake Erie; 2nd. In other international waters.—Mr. Cowan.

Copies of all Orders in Council, memorials, letters, telegrams, and other correspondence, and all other documents and communications in writing, between the first day of January, 1897, and the first day of May, 1903, relating to, or concerning, or in any way having reference to the granting of provincial autonomy to the North-west Territories, or the creation of the said Territories into a province, or provinces.—Mr. Borden (Halifax).

KLONDIKE MINES RAILWAY COMPANY.

Mr. C. F. McISAAC (Antigonish) moved:

That the petition of the Klondike Mines Railway Company, notwithstanding the expiration of the time for presenting petitions for private Bills, be now read and received and referred to the Select Committee on Standing Orders.

Mr. R. L. BORDEN (Halifax). Perhaps the hon. gentleman (Mr. McIsaac) would state what is the reason for asking to extend the time in this particular case. I have no doubt that there may be good reasons, but if we extend the time in this case we will be obliged to extend it in all cases, unless the present application is based on exceptional grounds.

Mr. McISAAC. The charter which it is sought to extend will not expire for a couple of months yet. The promoters of this railway have recently come out from the Klondike, and on reaching Ottawa they found that they would be required to furnish certain information to the Railway Department which they were not able to get before the expiration of the time. The full information has not yet been placed in my hands, but they will be able to give this information to the Standing Orders Committee and all they ask at the present time is to have this matter referred to the Standing Orders Committee, to which the reasons will be submitted.