

000, which he will save is not in the Province of Nova Scotia, but in some other part in which the Intercolonial Railway runs. It has been running behind elsewhere than in Nova Scotia. I do not know whether that is in New Brunswick or not, or whether it is in Quebec or not, and no doubt some part is due to the Prince Edward Island Railway, but at all events there is only \$100,000 of it in Nova Scotia. There is another thing that the hon. Minister said in connection with the character of some of the men who were not suitable. I believe that there were some men put on there who were not suitable. I moved for a return a few days ago about Port Mulgrave; and in order to make it appear that as much work was being done there now with twice the number of men as was done before, they had to add to the tickets sold at Port Mulgrave the tickets sold elsewhere. As a matter of fact the expenditure at that point is about twice as much as it was before, while the work is not any larger. I am glad that the hon. Minister is taking the high ground that he took to-day. I am bound to say that the Intercolonial Railway, so far at least as certain portions of it are concerned, is not run on business principles. I do not want it run on business principles purely and simply, like any other railway, because I do not think we entered into the Union with that idea. But we want it so run that only men who will do good work will be employed, and when that is done the people of this country must look after the deficit. I do not think the deficit need be so large as it is. The hon. Minister in showing how little was spent in advertising, said that while we paid \$5,400 for our advertising, had we paid at the same rate as the Grand Trunk we should have paid \$68,000. It is very easy, for example, to show that a man who does a business of \$100,000 annually should have heavier expenses than the man who does a business of \$40,000; but you must compare the mileage of the two railways, and the hon. Minister at that point said that he did not know anything at all about the mileage of the Grand Trunk. Last year, it was stated here that the method by which the advertising bills were made out was very peculiar. The acting Minister of Railways, assisted by the Superintendent of Government Railways, said that the bill was not left to the paper at all, but that they simply sent the advertisement to the paper, and then made out the bill themselves, saying: "We will give you so much for this advertisement." If the Government did business in that way, nobody else in the world ever did.

Mr. BOWELL. If the hon. gentleman had any knowledge of printing, he would know that that is constantly done in private commercial transactions, particularly with large corporations.

Mr. FRASER. That is the case where there is competition.

Mr. BOWELL. No.

Mr. FRASER. That is just the point. There is no competition here, because the Opposition paper does not get the advertisement, it only goes to the Government paper. Whoever heard of a person sending an advertisement to a newspaper and to no other, and saying we will give you so much? That is not the way men do business. I could understand that being done where three or four people were competing with each other, but no man does that

when there is only one place, especially when the amount he gives is ten times as much as it ought to be. These are things that might be enquired into. Now, a great deal has been said in the country as to whether the Intercolonial should be run by a company. I know that the people of the Maritime Provinces do not want the railway run by a company if they can help themselves, though it may be that the very methods pursued by the Government will bring about that result. I do not say that the foundation is being laid with a full understanding that that is going to happen, but for myself I say, if ever there should come a time when the Intercolonial will be run by a company, let it be a competing company. I would press that consideration very strongly. We want competition in the Maritime Provinces as well as other parts of the Dominion. If year by year the Intercolonial were run as it ought to be run, that is without Government favouritism and with the best men employed, we should not have the pitiful spectacle presented to this House of the Minister saying that the men who were dismissed were not suitable, and saying subsequently that the men were dismissed because the trains stopped and they were not needed. The two explanations will not do; and the hon. gentleman can accept which he likes. When he said that the men were not suitable, he did an injustice to them.

Mr. HAGGART. I never made the statement that any man on the road was dismissed on account of his being unsuitable.

Mr. FRASER. Decidedly not. The statement the hon. Minister made was that they were dismissed because he stopped the trains; but he did say that the men employed on the railway were not suitable, and that that caused the deficit. Now, were they suitable men that he dismissed? If so, he should apply the pruning knife and cut off those who are not suitable. He can take either horn of the dilemma that he likes. That being the case, the hon. gentleman will have some difficulty in finding out who are suitable. There is one thing certain, he cannot hurt the friends of any of us on this side; any who are dismissed must be his own party friends, because there are no others on the railway. Perhaps that is the reason he said they were not suitable to run a railway.

Mr. McLEOD. There are plenty at St. John.

Mr. FRASER. Who should not be on? I do not know about that.

Mr. McLEOD. I did not say that. I said that there are plenty of men belonging to the Liberal party who have been employed on the railway at St. John for many years.

Mr. FRASER. Precisely so, and they are the best men. It is only the later ones who are not suitable. I thank you for the suggestion; I did not think of it at the time. Now, coming to the serious question, while we must criticise the management of the Intercolonial and find out where the wrong is, we must also consider that railway as part of a compact. I am not going to say a word about canals. I suppose if the investigation were made, it would be found that there are just as many men who are not fit on the canals as there are on the Intercolonial Railway. The experience of the Government seems to be the same everywhere. I noticed at Welland the other day that