

then there are two cars of the Governor General and one of the Railway Commission, making nine in all. The other day I spoke of the four here and the two on the Intercolonial Railway. The two used by the Governor General and the one used by the Railway Commission are separate from the Intercolonial Railway.

Mr. WARD. There are apparently eight by numbers and two, the Cornwall and York, by name, which would make ten.

Mr. GRAHAM. The record is wrong or my hon. friend is wrong.

Mr. FOWLER. Why do you need two cars for the Governor? One for a Sunday car and the other for a week day car as a man wears his clothes?

Mr. GRAHAM. Parliament saw fit to grant an amount for buying the cars. I was not member of parliament then.

Mr. FOWLER. And they are still used for the Governor solely?

Mr. GRAHAM. Yes, the two cars.

Mr. FOWLER. Is nobody else allowed to use them?

Mr. GRAHAM. I think Prince Fushimi used them; they are at the disposal of the Governor would perhaps be a more correct expression.

Mr. HAGGART. Did he pay for them?

Mr. GRAHAM. The country owns them.

Mr. FOWLER. Does he pay the mileage when they run in the United States?

Mr. GRAHAM. I do not know that he takes them into the United States with him. I imagine he would have to pay if he did. It would be an arrangement between him and the railways there. The country owns and maintains the cars in Canada. If the Governor went across the line he would have to make some arrangement with the railways there as to his transportation.

Mr. FOWLER. That is true of the official cars when used by officials in the United States, but the country pays if they are on official business.

Mr. GRAHAM. The car that is supposed to belong to the Minister of Railways will get transportation over all railways on the continent free, on account of his being at the head of the railways system.

Mr. FOWLER. What about the other official cars?

Mr. GRAHAM. I imagine they will have to make their own arrangements for mileage.

Mr. WARD. At page 10455 the minister said:

Mr. GRAHAM.

One by the general manager, one by the traffic manager, No. 109 by the Minister of Railways.

No. 109 is an Intercolonial Railway car.

No. 28 is used occasionally.

Is that Intercolonial Railway?

Mr. GRAHAM. Yes.

Mr. WARD. Then, further on:

No. 139 is used by the deputy.

That is Intercolonial Railway.

Mr. GRAHAM. Yes.

Mr. WARD. That makes three. Then if my hon. friend will look at the Auditor General's Report, at pages 146 and 147, he will find there are five other official Intercolonial Railway cars, Nos. 34, 35, 37, 84 and 89. That makes eight Intercolonial Railway cars.

Mr. GRAHAM. They seem to have put some in here under the head of official cars that are not official cars. One of these is the pay car; No. 34 would be the manager's car, and one of these other cars would be for Mr. Tiffin, the traffic manager. There are more numbers here than we have official cars.

Mr. FOWLER. You have paid the money for them.

Mr. GRAHAM. But they have made a misprint in the numbers as far as the official cars are concerned. We have four cars here, two at Moncton, two Governor's cars and one for the Railway Commission.

Mr. FOWLER. Where would the money go?

Mr. GRAHAM. The money would go but the car number would be wrong.

Mr. WARD. My hon. friend has not answered the other question I asked, the maintenance of this number of cars mentioned as belonging to the Intercolonial Railway in the Auditor General's Report. Do I understand there is no charge for maintenance for the three cars mentioned by my hon. friend day before yesterday?

Mr. GRAHAM. I cannot tell what my hon. friend means by the three I mentioned the other day, I mentioned six.

Mr. WARD. I gave the numbers yesterday, and I will repeat them: Nos. 129, 28 and 139. These do not appear in the Auditor General's Report at all.

Mr. FOSTER. The minister's cars are No. 139, the car 'Ottawa,' No. 28, and No. 129.

Mr. GRAHAM. Yes.