

work and being right at hand? Should I refuse to purchase that at ten cents a gallon and direct that it should be purchased in the United States at a cost of fifteen cents a gallon? We have simply saved five cents a gallon on the oil purchased from the New Brunswick Petroleum Company. I have not received any advantage; I do not expect to get any financial gain out of it. There is nobody in New Brunswick, I do not care how partisan he is, but would laugh at what my hon. friend has said or at the deductions or inferences which he would seek to draw from the transaction.

Now, a good deal of stress is laid on the fact that Mr. Lodge is connected with some of these transactions. It is true Mr. Lodge was associated with me in the oil venture in New Brunswick. He was to that extent my friend and he is my friend. I am in no way ashamed of the fact and I shall be very pleased always to see Mr. Lodge succeed in any of his undertakings. The statement of my hon. friend (Mr. Barker) with reference to the Eastern Railway Supply Company is not in accordance with the facts. That company was in business before ever they had anything to do with the Intercolonial Railway and before I was in any way associated with the Intercolonial Railway. That company was organized in Newfoundland to do business with the Reid Railway Company. Their connection with the Intercolonial was simply that every transaction they had with it was initiated by way of tender. I knew nothing of the company in the first instance and all their transactions were as the result of sending in tenders. My hon. friend (Mr. Barker) said Mr. Lodge had to do with the illuminating oil contract. Mr. Lodge had nothing to do with it. The Eastern Railway Supply Company had to do with it and afterwards the contract was assigned—which is an ordinary transaction of frequent occurrence—to the Imperial Company. We dealt with the Imperial Company and the contract was renewed with the Imperial Company, and they are performing the work satisfactorily. The contract was renewed with them after we had satisfied ourselves that we could not do as well by going on the market for tenders. So much for that little piece of fiction.

Mr. BARKER. The Minister of Railways has just said that it was the Eastern Supply Company and not Mr. Lodge who had to do with the contract. Mr. Lodge put in the tender for the Eastern Railway Supply Company and deposited his own private cheque.

Mr. EMMERSON. Yes, but the parties responsible to the Intercolonial Railway are the company and not the individuals connected with it. It is all very well to drag in Mr. Lodge here and Mr. Lodge there because forsooth Mr. Lodge is my friend. Shall I shut out men who chance to be my

Mr. EMMERSON.

friends from all transactions in connection with the Intercolonial Railway? I don't propose to do it. I am not ashamed of the course I am taking in connection with the matter. The hon. gentleman has said that this official made a favourable report on the oil because he feared my displeasure if the report was not satisfactory. Well, the report had been made a considerable time before I wrote the letter. It had been done behind my back. I didn't even know that oil was being used in the manufacture of Pintsch gas. But when it was brought to my attention that we did require that oil and that it was just as good and it could be had cheaper, I bought the Canadian oil. The hon. gentleman also said that Mr. Skeffington had been dismissed because he called attention to the postage stamp transaction. Surely my hon. friend is not speaking from the book. When there was a complaint made about the misuse of postage stamps I sent an official down to investigate and he was there not for two hours but for days and he made a thorough investigation and report. That had nothing to do with Mr. Skeffington. Mr. Skeffington had been a detective on the Intercolonial Railway for a great many years and he became simply a machine. Baggage was being stolen right under his nose at the Moncton station, three or four mail bags were stolen at Moncton station in succession, day after day. It got to be alarming. Freight was being purloined, the property of the Intercolonial Railway was going at every point; there were no prosecutions, and the worst of it was nobody seemed to know anything about it. The most ever done was that some street gamin in the city of Moncton was brought up for stealing scrap iron around the Moncton station, but much property was being missed. I had to get a competent official to look after it and I simply dismissed Mr. Skeffington because he was absolutely and utterly useless and a burden on the railway. What is the contrast? I employed a detective who came very highly recommended, and to-day along the railway at every point there is a marked difference. At Halifax where the thieving was—well, unparalleled—at Rivière du Loup, at Lévis, at every point along the line convictions are being had. I do not know how many men have been arrested at St. John and sent to prison. A healthy order of things has been restored. My hon. friend (Mr. Barker) has said that we are making promises for the future in connection with the Intercolonial Railway. Well, we are getting flattering financial results and we are getting them by having efficient men. The officials realize to-day that they are required to do their duty and to do it all the time. They realize that there is an awakening on the Intercolonial Railway, that the Intercolonial Railway shall not go to sleep; they realize that men are required there now for what they can do and not simply for what is paid them.