

Mr. FRASER (Guysborough). This motion is worthy of more than passing notice.

Mr. SPEAKER. I allowed the last two hon. gentlemen certainly to go outside the motion, and the only justification for doing so was the very general remarks of the hon. mover. But I think it would be far better, unless the hon. gentleman is going to speak to this motion itself, that any general discussion should be raised in another way.

Mr. FRASER (Guysborough). The two hon. members referred to may have done wrong, but what I propose to say will be strictly to the motion. So far as this matter is concerned, I too know something about it. In the county of Pictou, for example,—I call the attention of my hon. friend the Minister of Railways to this matter, because it could not have been done with his consent—books of passes were in the hands of boys who gave passes to anybody and everybody. At New Glasgow there were four or five pass books, countersigned by Mr. Pottinger, and any one who wanted a pass could get it over the road. Over 160 voters came into Pictou from outside on Government passes. In the county of Antigonish and in the county of Guysboro' it was the same. Who gave the orders, I do not know, but in the county which I represent, there were two unfortunate employees who wanted to vote for me on that day, and it was arranged they could not. One of them, who is an excellent bicyclist, asked the superintendent for seven minutes, and he would ride to the poll on his bicycle, but he was not allowed to go. He only had to go to Mulgrave, but that day he was taken across the Strait of Canso. He said: "Give me seven minutes, which is less time than is required to take the luggage from the car, and put it on the boat, and it will enable me to give my vote for Mr. Fraser." But he was not allowed that time. The only two men who had any desire to vote for me, among the men employed on that railway, were not allowed to vote at all. A more shameful use of a Government railway was never seen than during the last election in the province of Nova Scotia. I can give to the ex-Minister of Railways the name of the chairman of the Liberal-Conservative Association of the county of Cumberland, who had a free pass for two months during the election. The active Conservative party men in Nova Scotia was supplied with a pass. It was not always a single pass either, for there was one man from Cape Breton who came with a lot of voters to the county of Pictou and he had a pass for twenty. They took them up en bloc. Now, Sir, as a Liberal voter had to come at his own expense, I submit that this was a misuse of the railway. I call the attention of the Minister of Railways (Mr. Blair) to the fact that he should exercise great care as to who should have the right to issue passes on that road at election times or at any other time. Fancy three or four persons in the town of

Mr. LANDERKIN.

New Glasgow with a book of passes. I could understand, on some occasions, for example, how a person in charge of men on a railway should have one of these books in order to allow those working on the road to move from one point to another, but it certainly is highly improper that party workers should have them. The only reason why these men got the passes, and it was so stated on the pass itself—"employed by the Government." And, Mr. Speaker, so they were employed by the Government: employed to come from one county to another to vote. It is a shameful state of affairs. I care not whether the Liberal party or the Conservative party be in power, it is disgraceful that the Government railway should be used for the purpose of carrying, on free passes, voters to the polls. I hope that more supervision will be exercised by the present Minister, to see that no person is permitted to issue these passes, except for good and sufficient reason. Sir, even special trains were run on election day. One special train, I know, was run for 180 miles, to carry one voter, so as to get in his vote. Of course, all this was done without the consent of my genial friend the ex-Minister of Railways, who, I know, would not permit of such a thing, if he knew of it.

Some hon. MEMBERS. Oh, no.

Mr. FRASER (Guysborough). I draw his attention, and the attention of the present Minister, to these facts, for the purpose of showing that great care ought to be exercised by the Minister of Railways during election time, lest his subordinates should act in this improper manner. It was a crying shame during the last election. Of course, the road was always used for political purposes, but I never knew of it being used so flagrantly in that direction as it was during the recent campaign. I hope that the Minister, in bringing down these papers, will discover the parties who are responsible for that state of things, who disregarded all rule in the matter, and who, to a certain extent, disgraced the genial ex-Minister of Railways, who, of course, would never have permitted it, had he known of it.

Mr. GIBSON. I would like to add to the testimony given in this matter by my hon. friend (Mr. Fraser). I am credibly informed—not by men who take an active part in political warfare, but by men who take an active part in the commercial interests of our country—orders were given to the officials of the Intercolonial Railway that on the 23rd day of June last there should not be a freight train moved on the whole of that railway system. This was done by the orders of somebody, and I call the attention of the present Minister to it. It was done in order to enable the employees of the road to go and vote for the Government candidates. My hon. friend (Mr. Fraser) has spoken so well with reference to the pass question, that I need not refer to it further than to add this: that passes were sent all