

cases, on the Intercolonial Railway are a disgrace to the Government of Canada, and I trust that the hon. Minister of Railways, when he comes down to the Maritime Provinces and personally sees these matters, will consider the desirability and advisability of increasing the salaries in several directions there, not only in St. John, but in other places. I believe that he would be justified in doing so, if he can save half a million dollars a year by the changes which he contemplates. Further, I would say to the Minister of Railways, that I trust that all the saving on the road is not going to be effected by the dismissing of a few men who are mechanics or labourers, but if a saving is to be effected, I think it can be effected in some degree by also reducing the salaries of the highly-paid officials on the road, who in comparison with those in humble positions are receiving a very large salary, or rather perhaps the others are receiving too little. I was sorry that in this debate to-night, the question had not taken a broader range, as to what the policy of the Government in the future would be concerning the Intercolonial Railway. Some reference has been made to that subject briefly to-night, and it will be remembered that we discussed it at very considerable length last year. It seems to me that there are four policies which might be pursued and which are open for consideration in connection with the Intercolonial Railway. The first would be to continue as we are doing at present with the management in the city of Ottawa, the Minister of Railways, and the manager of the road being here, and attempting to reduce the deficit, as the Minister is attempting by applying the pruning knife here and there in the way of economy. Another line of policy that has been suggested to-night is that the Intercolonial might be sold to a private corporation, such as the Canadian Pacific Railway or the Grand Trunk Railway. That, I believe, should not be considered for a single instant. A third policy is the one that was put forward last year by the hon. member for Albert (Mr. Weldon) and that is, that the road should be placed in the hands of an independent commission appointed by the Government, who would be as independent as the judges of the land are, and who should manage that road and have their headquarters at a point along the Intercolonial Railway. The fourth idea that presents itself to my mind is, that the road might continue to be managed as at present, with the exception that the manager of the road should have his headquarters at a point along the line, for instance at the town of Moncton, which is the most central position for such an office. I desire to repeat what I said last year, that I do not believe that the management of the Intercolonial Railway, or of any other railroad for that matter, can possibly be satisfactory while the manager of the road is so far away from the scene of operations as the manager of the Intercolonial Railway is at the present time. I care not how able, or active, or anxious he is to advance the interests of the road, it cannot be run in the interests of the country if the manager is not stationed at a central point to see how things are conducted, and to promptly deal with any questions that may arise.

Mr. DAVIES (P.E.I.) Under the present system is not Mr. Pottinger there?

Mr. HAZEN. Mr. Pottinger is there, but Mr. Pottinger is not the manager, and he does not

occupy the highest position on the road. There are two managers in the city of Ottawa, first the Minister of Railways, and then the manager of Government railroads.

Mr. DAVIES (P.E.I.) You must have the Minister here and there is only the chief engineer in Ottawa in addition to him.

Mr. HAZEN. You must have the Minister here, except you put the road in the hands of a commission. I say that with the manager of the road armed with such powers as he has at present, the interests of the road would be much better served if his headquarters were at Moncton or some point on the road, than they can be served while he is living in Ottawa. Let me put a case in point before the hon. gentleman. A merchant in Halifax or St. John has some business with the road; he writes to Moncton to Mr. Pottinger; it may be of a nature that Mr. Pottinger does not like to deal with, and at the cost of much delay and inconvenience Mr. Pottinger writes to Ottawa to Mr. Schreiber, the manager of Government railways, and it may be three or four days or a week before an answer is obtained, when an answer should be given on such a matter within a few hours. Therefore, I say, as a general principle I do not believe that the management of any road can be entirely satisfactory when the manager is not on the ground himself to deal with people who have complaints to make, or who have business to transact in connection with the road. I think this is a matter for serious consideration by the Government, if they do not at the present moment desire seriously to consider the scheme for placing the road in the hands of the commission. My idea would be that for the proper management of the road it would be well for the Government to acquire the branch lines connecting with the Intercolonial Railway, and then place the whole system in the hands of a commission. That, I believe, would be in the interests of the whole Dominion and of the Maritimes Provinces as well.

Mr. DAVIES (P.E.I.) Oh.

Mr. HAZEN. The hon. member for Prince Edward Island (Mr. Davies) said "Oh." The hon. gentleman should remember that some of these branch lines connected with the Intercolonial Railway, at the present moment, are paying their way, their revenue meeting the expenditure, and that if they were part of the Intercolonial Railway system, as I contend they ought to be, and if that system were properly managed; if it were managed for instance as the Grand Trunk or the Canadian Pacific Railway, if you had a first-class railway manager at say Moncton, with power to deal with cases as they arise, I believe the whole system would be managed in such a way that it would not entail any expense, or at the most but small expense, on the taxpayers of the country every year, and that it would be infinitely better in the interests of the public who use the road, and of the business people generally of the country, either in the west or in the east. If the Government do not seriously consider the question of adopting the course suggested last year by the hon. member for Albert (Mr. Weldon), of placing the management of the road in the hands of an independent commission, I think it would be fair to consider whether it would not be better, in the interest both of the road and of the country, that the manager should be located at a central