

me, that five-tenths of a cent is the lowest rate at which heavy goods can be conveyed on the Intercolonial Railway. The consequence is, and the House, which is now asked to vote \$300,000 additional for the Intercolonial Railway, may make a note of it, that according to the statement given us last night, and according to the statement given us to-day, whereas it costs five-tenths of a cent per ton per mile to convey such goods, the country is conveying this coal for three-tenths of a cent or about one-half; or, in other words, on every single ton of coal which is hauled we sustain a loss of about one-fifth of a cent per ton per mile. I do not think, Sir, if that is a specimen of the way in which a good many of these charges are regulated, it is at all a matter to be wondered at, that there is now a deficit of over half a million dollars per year on the working of the Intercolonial Railway. So long as this system goes on, so long the whole of the country is going to be taxed for the purposes of conveying coal to oblige the proprietors of a particular railroad.

Mr. FRASER. I think there are other reasons why there is a deficit on the Intercolonial Railway, and I can very well understand why it is necessary that this \$300,000 was not included in the Estimates, and has to be voted now. I was very much pleased with the speech made by the hon. member for Albert (Mr. Weldon) a few days ago when he referred to the Intercolonial Railway. It is becoming a very serious matter, and while I can conceive that the country is very much benefited by a Government railway carrying goods at a cheaper rate, still if we can find other reasons than that why a deficit occurs I think we should enquire into them. Now, Sir, I think that all thoughtful men ought to move in the direction indicated by the member for Albert (Mr. Weldon), and for this reason: I take it that the Intercolonial Railway is badly managed perforce. I think perhaps that even a stronger Government, a Government of stronger moral back-bone than the present Government, would make a mistake in running that road because there are so many people who look upon that Government road as something made for themselves and their friends, that the Government put anybody and everybody into office upon that road. During the last election we had a very fine example of the system under which the Intercolonial Railway is run. In every town there was a book of passes ready to be filled up with the names of voters, and these names were filled in and given to every man who wanted to go anywhere over the province to vote. I will give you one example of this, as I happen to have the evidence of it right in my hand. For example, the secretary of the Conservative Association for the County of Pictou is an official of the Dominion Government, he is keeper of the Savings Bank in the town of New Glasgow, and a very worthy man, and he was secretary of the Association in New Glasgow. A letter is addressed to a gentleman in New Glasgow, and is sent with the inscription "please have this delivered at once," and the name of Mr. Cameron, secretary of the Conservatives for the County, is put upon it to deliver it to the voter, and he does deliver it. The voter who lived in New Glasgow, but who had a vote in the County of Halifax, opens the letter and he finds that it contains two passes. The man has no idea of voting, but his name is found on the

list in Halifax, and it is discovered that he lives in the town of New Glasgow, and so adroitly is the work done that he gets a pass as an employé of the railway department. The pass reads as follows:—

"Intercolonial Railway—For employés only."

Of course, every man that votes is an employé of the Government, and this pass is for employés only—

"Pass—A B—From New Glasgow to Dartmouth."

I do not give his name, but I substitute the letters A B for it. He did not live in Dartmouth, nor did he need to go to Dartmouth at all, but so adroitly is the business managed, that in order to put the people off the scent, he is given a pass to Dartmouth. The pass says:

"Why granted?"—

And there is a stroke after the words "why granted," because it could not be granted to him as an employé. The pass is good up to 5th March, and it is signed by D. Pottinger and was countersigned by P. S. Archibald. The pass was just handed to the man and he could go on that to Halifax to vote, but he did not go and did not vote. There was a return pass for this man, and the return pass is of a like character. It says:

"Pass—A B—From Halifax to Barney's River."

Barney's River is 20 miles beyond New Glasgow, where the man lives; they make it appear that he did not live in New Glasgow, and so they give him a pass to Barney's River, 20 miles beyond that, in order to bring him back from Halifax. I make the statement here, and I take the responsibility of the statement, that, if the books of the Intercolonial Railway are searched, during the time of the last election, it will be found that hundreds of voters were granted passes in the same way. Now, that is not fair to the other voters. If the Intercolonial Railway is to be used for election purposes, they should give passes all round. Why should unsanctified Grits be compelled to pay, when they go to vote, while these loyal Conservatives can get passes anywhere they like along the Intercolonial Railway? You will notice, of course, that the passes do not come from Ottawa at all; it is all done down below. The acting Minister of Railways knew nothing about it, or else he would frown upon it, and the chief engineer—whom I am glad to see on the floor of the House, instructing the Minister, and who conducts so well the business of the Intercolonial Railway—would not do it, of course; everyone knows that. You see, it is done at Moncton, and these books of passes were in the hands of the agents of the Conservative party; the book was handed to the Conservative agent, and he could fill it up with any name he liked. The Government found it was necessary to use so many more engines, and so much more coal, and to keep so many more men at work, that they, of course, found the money voted last year was not sufficient, and that is one of the reasons why this \$300,000 had to be drawn on a Governor General's warrant.

Mr. FOSTER. To carry your hundred voters.

Mr. FRASER. I submit that it is high time the Government should take this matter into their serious consideration. I tell you, that the fact that the people know that a Government road—and the Government are the trustees for the people—is