

fairly charged against the people of the west and not against the Maritime Provinces. It is true an argument was advanced by the hon. member for North York (Mr. Mulock), that, in consequence of the flour being carried down to the Maritime Provinces at a small freight rate, the people there obtain it at a less rate than they could obtain it if proper prices were charged on the Intercolonial Railway. In answer to that allegation, the senior member for Halifax (Mr. Kenny) pointed out that if that was not done, the flour would come to the Maritime Provinces as cheaply by going over the Grand Trunk to Portland and thence by vessel to St. John and Halifax. But if it is carried to St. John and the Maritime Provinces at less than it costs the railway to carry it, then if it is in the interests of the Maritime Provinces that this should be done, it is also in the interest of the millers of Ontario. It is a benefit to a certain degree to both, and, therefore, if there is a deficit in consequence, it cannot be fairly charged against the Maritime Provinces alone. The same may be said of the coaling district. It may be advantageous to the people of Cumberland and other coal producing counties, to have coal carried by the Intercolonial Railway at a small loss, if there is a loss, though during the debate of last session I was not satisfied that it was always carried at a loss, but that it was carried at a loss only during the winter and during a season of heavy storms when the road was blocked for weeks at a time—but if it is to the interest of the coal miners of Nova Scotia, certainly it is no benefit to New Brunswick, it is to a certain extent applying the same argument as has been used in regard to flour, in the interest of the people of the Upper Provinces and especially the Province of Quebec, because they obtain coal cheaper than would otherwise be the case. It must be borne in mind concerning the Intercolonial Railway deficits in the past, that the railway gave to the people of the Upper Provinces, and especially to the importers and traders of Montreal and Toronto, a mode of access to the markets of the Lower Provinces, of which they were not slow to take advantage, and the Intercolonial Railway enabled them to compete with the importers of St. John and Halifax. It was of the greatest possible advantage to them, and last session I showed that on certain lines of hardware—I proved it by the way-bills—those articles were carried from Toronto by the Grand Trunk and Intercolonial Railway to Amherst and different parts of Nova Scotia at a lower average rate than the same class of goods could be sent from St. John to those points, although that city was 500 miles nearer. Yet the Intercolonial Railway and the Grand Trunk by an arrangement between them carried goods from the Upper to the Lower Provinces at such low rates that the city of St. John had no geographical advantage but was placed on the same footing as regards distance with Toronto. With respect to local rates, there is a general impression prevailing through the Maritime Provinces—it may be a just impression or not—that the policy of the Intercolonial Railway is too much in the direction of obtaining through freight and not enough in the direction of endeavouring to work up local business along the road. This statement is put forward, I know, by lumber operators on the North Shore of New Brunswick, who desire

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to ship lumber to St. John in winter, that they cannot do so, as they are unable to obtain from the Intercolonial Railway a rate which would enable them to send lumber over the road to that city, and therefore, St. John is shut out from that business during the winter season. It is true that the answer is made that the local rates on the Intercolonial Railway are too low. There is a general impression prevailing—I am not a railway man—that the Intercolonial pay no attention whatever to local freight, but that their whole desire seems to be to carry through freight from the Lower Provinces west, and to bring through freight back again. Every one who has anything to do with a railroad knows that this local freight along any line like the Intercolonial Railway, especially along the part referred to by the hon. member for King's (Mr. Borden) between Halifax and St. John, could be made very profitable to the road. The hon. member for King's (Mr. Borden) in the course of his speech referred to the fact that in his opinion, the road between Halifax and St. John, under proper management, ought to pay very handsomely. I would suggest to the Minister of Railways the importance, if it is possible, of keeping the accounts of the Intercolonial Railway in such a manner as will show the receipts and disbursements, on the different divisions of the road, because I am satisfied that at the present time the business between Halifax and St. John, and at intermediate points, is of such a character that it cannot help paying, and that the loss on the road is on the northern division, which at times in the winter is blocked with snow, and that a great portion of that loss is occasioned by running express trains at different seasons of the year to and from Halifax in order to connect with the steamers carrying the English mails. Let me say one word more concerning the question of salaries. In the earlier portion of my remarks I stated that the salaries paid to the officers of the Intercolonial Railway were in many cases, and I say it advisedly, a disgrace to the Government and to the Dominion of Canada. Let me give some instance which have come within my own notice. At the Intercolonial Railway station, in the city of St. John, the ticket agent there, a gentleman who handles, every year, about \$200,000 in cash, and who is there from early morning until late at night and is there late at night on Sundays, receives, for his services, the pittance of \$60 a month, and of that \$60, \$28 is paid back to the Government under an arrangement with the Canadian Pacific Railway. This gentleman who handles over \$160,000 on the Intercolonial Railway every year is actually only receiving from the Government of Canada \$32 a month. The same thing is true of the gentleman, Mr. Rusk, who handles the freight business of the Intercolonial Railway in that city. This gentleman who comes in contact with every business man in St. John, who is an excellent man at his business, and a man who, if he were to leave the service tomorrow, the Government could not find one to do the work as well as he, because he has been there for years and knows it thoroughly, only receives \$50 a month. If that gentleman were employed in any private corporation I venture to say that he would get twice or three times that amount. The same thing also is true of the cashier of the freight department, and of very many other clerks and employes. I repeat, that the salaries paid, in many