

way is only 59 cents; the receipts on the Canadian Pacific Railway per train mile is \$1.07, and on the Grand Trunk Railway it is about \$1.30. I am speaking now only from recollection. So it appears to me that the trouble is not in the expense of running the road; the trouble seems to be in the receipts from passengers and freight. The hon. member for King's (Mr. Borden) pointed out that he had made calculations as to the average amount paid by each passenger that travelled on the Intercolonial Railway, and he found it was only 75 cents, and he drew the conclusion that there could be very little other traffic between Halifax and Point Lévis, or else the average amount paid by each passenger would be much greater. It seems to me that the trouble with the Intercolonial Railway during the past two years has largely been that the railway management have not been alive to the fact that, during the last few years, they have had to meet competition with the Short Line Railway. We know that the Canadian Pacific Railway corporation is a most active corporation. We know that no man doing a commercial business can get business and keep it, unless he has his agents and representatives in all directions endeavouring to get business for the houses they represent. The same thing, in a great degree, is true of railway companies, and no railway corporation can hope at the present time to get business for their road unless they have their agents actively engaged in endeavouring to get business for their road and to divert it from other competing roads. I do not think that since the opening of the Canadian Pacific Railway, in so far as I am able to judge, the management of the Intercolonial Railway have made that effort to secure business that they should have made, now that they are brought into competition with an active and energetic corporation like the Canadian Pacific Railway. Let me illustrate. I am told that the number of people who go direct from Halifax to the Upper Provinces now by way of the Intercolonial is very small; that the great majority of these people leave the Intercolonial Railway at St. John and go over the Canadian Pacific Railway to the Upper Provinces. I am told that is largely due to the fact that the Canadian Pacific Railway Company, when the English steamers and other vessels arrive at Halifax, have their agents at the wharf, active and energetic men, who offer superior inducements to the people to take the Canadian Pacific Railway, and the result is that that company are able to get these passengers and take them over their road to the Upper Provinces. It seems to me that from this time forward it is the plain duty of the Intercolonial Railway managers to take such means to secure business as do the Canadian Pacific Railway or any other live company, and with regard to English passengers coming to Halifax the Intercolonial Railway should have an agent on the ground to point out to them the advantage of going to the Upper Provinces by the Intercolonial Railway, that the scenery is finer than on any other road, that the cars and the service are quite as good as on the Canadian Pacific Railway, and by these means seek to get that trade over the Intercolonial Railway which to-day is being in a very large measure diverted to the Canadian Pacific Railway. Further than that, I would heartily endorse the suggestion which, I think, was made by the hon. member for Halifax (Mr. Kenny)

that in order to compete with the Canadian Pacific Railway the Intercolonial Railway should have agents at St. John and Halifax who would be able to deal with the business men of those cities direct, give them terms for bringing or sending freight by the Intercolonial Railway, so that delays would not occur as at present from communication with Moncton, and in many cases from Moncton to the Minister of Railways, or the manager of Government Railways in Ottawa. I heartily hope the Minister of Railways will see his way clear to carry out the suggestion of the hon. member for Restigouche (Mr. McAlister) with respect to the dismissals. Out of the 4,000 employes on the road only 210 are to be dismissed. That fact in itself is answer to the statement made that the Intercolonial Railway has been used for political purposes, and people have been crowded into positions by members of Parliament simply for political purposes and to give candidates political strength. If that were the case, now that the Minister is applying the pruning knife, instead of 210 men, there would be many more dismissed, for it must be borne in mind that by cancelling the trains proposed, a certain number of men will not be required who were needed when those trains were in operation, and the cancelling of those trains alone would account for the dismissal of nearly 210 people whom the Minister proposes to dismiss from the railway service. But the hon. member for Restigouche suggested that as the dismissals were only 5 per cent of the total employes of the road, only a very short time would elapse before there would be 210 vacancies caused by resignation, by death and by different reasons which lead men to leave the employment of the road. It was urged by the hon. gentleman that these dismissals should be made so gradually that as little hardship as possible should be imposed on the men employed, because in a very short time, without any dismissals, there will be 210 less people employed on the road than at present. I was particularly pleased that during the debate the hon. member for Halifax (Mr. Kenny) should have called the attention of the House and the country to the fact, and he called attention to it in a way that cannot be answered, that the deficit from the Intercolonial Railway, if it is caused by carrying freight at too low a price as stated by the Minister, when he said that it was largely charged by carrying grain, flour, stone and coal at too small a rate, is not one which should be charged entirely, or in great part, against the Maritime Provinces, but in all fairness it should be charged equally against the Upper and Western Provinces. For instance, if the deficit is on the article of grain, that grain is carried from the west to ports in the Maritime Provinces to be shipped; it is not left there, but carried forward, more in the interests of the people of the west than in the interest of the people of the Maritime Provinces. Taking flour, for instance, it is a well-known fact that a large business is being opened up with the West Indies. This western flour passes through the Maritime Provinces for the West Indies, and the only benefit that we derive is the money spent on handling it and passing it on board a steamer which takes it to its market. That class of expenditure is in the interest of the west, and if the flour is carried at less price than it costs to forward it over the railway, the deficit to that extent should be