

needed but they are not, as my hon. friend says, lying around in cars when the cars are not busy. They are used as messengers or for other work.

Mr. FOWLER. Can you tell us the cost of these six cars?

Mr. GRAHAM. The hon. member (Mr. Taylor) has just read the statement of expenditure.

Mr. FOWLER. That is not the total cost; that is only for a few months.

Mr. GRAHAM. That would probably be for the nine months of the fiscal year.

Mr. FOWLER. Can you give us the cost of the Governor General's car?

Mr. GRAHAM. The capital cost was \$39,000.

Mr. FOWLER. I am speaking of the annual cost.

Mr. GRAHAM. I will give the information to my hon. friend to-morrow.

Mr. BENNETT. When the ministers go over to the United States on jaunting trips are they accompanied by porters and messengers paid for by the people of Canada?

Mr. GRAHAM. They must take the porter belonging to the car.

Mr. BENNETT. And the country pays for it? Seeing that some of them have walked most of their lives it is perhaps right that they should ride now at the country's expense.

Mr. TAYLOR. These porters and messengers, in addition to being paid for their services, received 75 cents a day for 184 days for their board. The government are discriminating between these men and the messengers who are employed at other work for the departments. These men, when the cars are home, boarding here no doubt, receive from the country 75 cents a day for their board besides \$55 a month.

Mr. GRAHAM. As I explained, that system has been changed. When the porters were away from headquarters a certain amount was allowed them for board when they were not boarding on the car. When there are no supplies on board and nobody on the car it is only right that we should allow them something for their board.

Mr. TAYLOR. According to the Auditor General's Report they were away six months in the year and they received board allowance for 184 days. Now, they are receiving \$80 a month.

Mr. GRAHAM. It was thought preferable to give them a straight amount rather than to give them anything for board.

Mr. FOWLER. What is the difference in the salaries as between a messenger who

Mr. GRAHAM.

is also a porter—a somewhat amphibious creature—and a messenger who is only a messenger?

Mr. GRAHAM. There is a considerable difference. I think the ordinary messenger starts at \$500 and the maximum is about \$700. There is no attempt to disguise the fact that these porters who are used as messengers are paid higher wages than ordinary messengers because they are required to perform duties that the ordinary messenger could not perform.

Mr. FOWLER. Does it require a very high intellectual grade of person to be a porter on a car?

Mr. BENNETT. Yes, to converse with the minister.

Mr. FOWLER. Are they supposed to be travelling companions? One would think that the ordinary porter is not above the ordinary intellectual plane of the messenger that you meet, although you do strike some messengers whose intellectuality has not been very highly developed. But, that there should be a difference of \$35 a month seems rather an unfair discrimination. A messenger who goes away on these trips has a very pleasant time of it. No doubt there will be some draining of bottles and all that sort of thing which assists to make life more agreeable for him—some heel taps—and you are giving him an additional salary of \$35 a month.

Mr. GRAHAM. There are some porters who are very intellectual and who would make splendid travelling companions in so far as the information they give is concerned. But, in addition to their ordinary duties, as the gentlemen who used these cars are gentlemen of high taste, they have to be chefs of very good standing and they perform these duties as well.

Mr. FOWLER. Do they do the cooking?

Mr. GRAHAM. Yes. Instead of having an easy time, as my hon. friend suggests, they have a very hard time sometimes.

Mr. BLAIN. Perhaps the minister would furnish the committee with a statement of the amount of money invested in private cars and the total cost to the country for the last two years?

Mr. GRAHAM. I will furnish a statement of the capital cost and the cost of maintenance for two or three years.

Mr. BERGERON. I see in the Auditor General's Report, a long list of names of persons who have furnished supplies for parlor, dining and sleeping cars. Is it possible that everything is bought in small quantities and that there is no system by which that which is needed by the dining and sleeping cars is bought in quantity? There are two or three pages, beginning at W—148 of small things bought from every-