

the same thing prevailed there. On the Intercolonial Railway, just about election times, men are put on and afterwards kept on, and, perhaps, these are the unsuitable men. The same may be the case with the canals, but I am not going to attack the canals for that. They are necessary and the Intercolonial is necessary. Now, I want to say broadly that so far as Nova Scotia is concerned, every dollar spent at Halifax is put down to Nova Scotia as so much received from the Central Government. Now, whether or not that amount may be necessary in Halifax is a moot question. Last year it was seven or eight acres, and this year it is more than double that; and I fear not to make the statement here now, which I made last year with reference to the seven or eight acres, that for the next 500 years eighteen acres will not be required in the city of Halifax for railway purposes. There is not a city in the Lower Provinces which will require eighteen acres for railway depot accommodation. Is there any railway which has eighteen acres in any city for its station? Has the Canadian Pacific Railway eighteen acres in the city of Montreal in connection with its works? An hon. gentleman behind me says it has, but I would like to know if he made the investigation. I am referring now to station buildings, and I say that eighteen acres is more than is required for this purpose. As coming from the eastern part of the province, I think this \$400,000 could be much better spent in building railways where there are none, and that the people of Halifax could do without this proposed accommodation, or do something for themselves. The Government have done a good deal for them. Take the county from which I come, with the exception of a little corner, there is not a mile of railway in it, but there is a company willing to build a railway there now; and would it not be better that we should have railway accommodation with this money than have fine buildings in Halifax? I think so. This may be a selfish discussion, but we are all selfish; and I want to see railway accommodation in every part of the province more than I want to see larger buildings and better accommodation in the city of Halifax. Of course our friends from Halifax think that is just the point where money should be spent, just as hon. members from St. John think that that city is the whole of New Brunswick. Hon. members from these two cities seem to think that each of them extends over the whole province. I am glad that the business acuteness of the Minister and his Scotch wariness have prevented him tumbling to this too quickly before investigating it, and I hope he will investigate it carefully. I invite the hon. Minister to come over the province and see the places which have no railways, and I promise him I will do my best to make his visit comfortable and profitable; and when he sees the places that have not railway facilities, he will, I am sure, come to the conclusion that he could do much better by spending the public money in giving these conveniences to travel and freight than in putting up public buildings in Halifax. Much can be done in the way of economy in the management of the Intercolonial Railway. When I am satisfied that everything has been judiciously done which should be; when I am satisfied that no man not suitable for railway work is employed on the line; when the Government do the best they can

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only to employ men who are necessary and choose the best men; and when they run the railway as much on business principles as possible, always allowing for the margin we must allow them, to do, in the interests of party, what is not in accord with business principles—when these things are done, I for one will say nothing if the deficit is not too large. I believe the deficit, if not too large, ought to be paid by the country. The hon. gentleman spoke of the deficit in 1878, but it must be remembered that that was occasioned by charging to the yearly account large sums which at present are, and for the last ten years have been, charged to capital account. I am glad the Minister proposes to investigate into this business, and I hope he will do so with his own eyes, and not with the political eyes which will be given him by his friends when he comes down there. I hope he will apply to the investigation his own methods of business; and I am sure when he does that, he will find many excrescences on that road which may be cut off. But I trust at the same time, while he may take this and that train off, it will not be forgotten that when we entered this Union we did so with the understanding that we should have this road. One word more before I sit down with regard to the hon. member for Halifax. I hope he will not again press the argument that the Province of Ontario was receiving the benefit of this expenditure. I want to stand fairly by this matter. I take the broader ground that the Province of Ontario and this whole Dominion ought to contribute to the deficit, if it is not any larger than it should be, just because that was the agreement when we entered Confederation. So far as our friends from Ontario are concerned, anything they sent us they send in their own interests; and if the people in the Lower Provinces did not want to buy what the Western Provinces have to sell, our friends from Ontario would not ship us their goods. I think trade is mutually advantageous; and more, I think that the Government have no right, in the interests of the Maritime Provinces, to do that which they would not do upon business principles in carrying out this agreement. Of course the distance will always necessitate that the trade will not be as extensive as it is on the other lines; and I am very sorry that the Minister of Railways has had to admit that the great deficit this year is largely occasioned by the competition of the Canadian Pacific Railway. A few days ago I asked a question about the agents of the Intercolonial Railway, and I found that some twenty or thirty of them are also agents of the Canadian Pacific Railway at the various stations of the Canadian Pacific Railway at New Brunswick, Prince Edward Island and Nova Scotia. Now any man knows very well that when an agent's salary, be he ever so honest, is assured by the Government, and he has the opportunity of selling tickets for the Canadian Pacific Railway, for which he receives some remuneration from that company, he is going to sell the ticket on the Canadian Pacific Railway every time, because it adds to his salary, and I think the Government should at once prevent their agents from acting as agents for the Canadian Pacific Railway. Both lines are now practically competing out of the funds of the same party, the people of this country, and I think nothing should be done to help the one to the disadvantage of the other. I think it is not in keeping with this Government to have agents at their