

would constitute a division that could be better operated and controlled from the city of Moncton, where there are splendid offices and workshops, than from the city of Toronto. If that were done, people would become wedded to the system and would have confidence in the Intercolonial and the Canadian Government Railways. But instead of being friendly to the system and trying to carry on business and give their freight to the Canadian Government Railways, they are in preference giving it to the Canadian Pacific, which touches St. John; they send their freight from the different localities in New Brunswick to St. John and thence by Canadian Pacific to its destination in the West. Why? because in the city of St. John there are officials with whom they can do business. People want to do business quickly; if they want freight rates, they want to be able to get them at once so as to know what they are doing. If they have some matter they want to bring before the board of management or before the officials of the road, they take it before the Canadian Pacific officials in St. John and are able to get satisfaction and redress, but on the Intercolonial railway that cannot be done. What happens if something is lost on the Intercolonial? I came across a case the other day—I thought I had the correspondence before me—of a blind man who was coming from Amherst, having checked his grip there, to Sackville, a distance of ten miles, from Sackville going down on a branch line to Cape Tormentine and thence to Prince Edward Island. Somewhere in the mix-up this grip was lost. He wrote to Moncton, he telephoned to Moncton, he went to Moncton, but obtained no satisfaction. Finally he left the matter with me. I wrote to Moncton, and after some weeks I got a long letter from a gentleman in Toronto. The whole thing had to go to Toronto, and a list of the articles had to be sworn to, which amounted in value to something like \$100. Then this magnanimous gentleman in the city of Toronto said that he had considered the matter carefully, he had gone through all the correspondence—there was a stack about three inches thick—and he did not feel that the road was liable, but he would give \$45 in settlement. That was the reply that came from this Government official. It took all that correspondence and time to settle a matter of \$100, and would cost no doubt \$500 or \$1,000. That is the condition of affairs at present. What we are asking is that some satisfactory arrangement be made whereby

there will be somebody in that portion of the Dominion looking after the interests of the shippers who provide the freight that goes back and forth over the line. Until some such arrangement is made we shall have trouble all the time, and there will be a great deal more in the future than there has been in the past. I implore my hon. friend to throw politics aside for once. You tell me that there are no politics in the operation of the Intercolonial? If that is so, how is it that there is never a case—you would think it would happen occasionally by some mistake—where a Liberal is appointed to the Intercolonial? There is not a single case, and then you tell me that there is no politics on the Intercolonial. It is useless for my hon. friend to say so. I live at the very centre of the Intercolonial system, close to the city of Moncton. I am there practically every day when I am at home, and I meet the men and the officials employed on the road. I see the men who have been refused work. I see returned soldiers who have been refused work, yet a very few days afterwards, if not the very next day, I have seen men put to work on the road for no other reason than that they were friends of my hon. friend who operates the Intercolonial at the present time. My hon. friend may say that Mr. Hanna has told him that he does not want any politics in the operation of the road. I do not say that Mr. Hanna plays politics. I am speaking of the men in whom Mr. Hanna places confidence in the different sections through which this road runs. When they want help what do they do? I am not speaking of the head men. I have no doubt that every official of the Intercolonial of any consequence could truthfully say that he did not play politics on the road, but as you go down the line you eventually get to the men who have the patronage in the different counties of New Brunswick, and who are requested to give their recommendation for the employment of certain men to work on the Intercolonial. There is no question about that being done at all. I do not blame my hon. friend, nor suggest that he is telling us what he knows to be untrue. He does not know the facts. I know he would not write down and tell somebody to employ a Tory, but there are wheels within wheels, and as you work down the line it is just as it always was. My hon. friend should know these things, and I believe does know them. My hon. friend from South York (Mr. Maclean) this afternoon said that the operation of