

Mr. FOSTER. The others are Nos. 34, 35, 37, 84, and another the number of which is not given. That makes ten.

Mr. GRAHAM. There is a mistake about that. They are not there.

Mr. FOSTER. Then there are the Governor General's two cars and the commissioners' car, that makes thirteen altogether.

Mr. FOWLER. As this matter seems to be in dispute between the Auditor General and the minister, I think it would be well for the minister to get a statement and bring it down to the House, so that we may know who is right.

Mr. GRAHAM. The explanation is that some one has put something under the head of official cars that do not belong there; that is all. They put a pay car under that head, which is not an official car, in the ordinary sense.

Mr. FOWLER. But the Auditor General contradicts that statement.

Mr. GRAHAM. Then you must thrash it out with the Auditor General. I state that we have four cars here, and two on the Intercolonial, that makes six official cars on the Intercolonial. The pay car is not considered an official car. Then we have two Governor's cars and one commissioners' car. Now if some persons have taken some other car and called it official, I cannot help it.

Mr. FOWLER. We find in the Auditor General's Report two more official cars mentioned than the hon. gentleman has named. If we leave out the pay car, that leaves one car still to be accounted for. The minister says we must thresh that out with the Auditor General. It is the minister who should know about this thing.

Mr. GRAHAM. The minister does know.

Mr. LANCASTER. I am told the minister had a car up in Lincoln the other day to see about nominating a candidate. Perhaps he lost it on the way.

Mr. TAYLOR. Does the minister keep the porters in charge of each of these cars the year round?

Mr. GRAHAM. There is a porter who goes with one of these cars whenever it goes out. He is employed in the department as a messenger, and when a minister goes out, he takes this messenger with him as a porter on the car.

Mr. TAYLOR. Look at page W—37, and the minister will find: Porters for official cars, \$2,702.32. J. B. Cameron, porter six months at \$55, board, 184 days, at 75 cents; January to March, three months at \$80, total, \$708. C. E. Derome, porter, same time, \$708. William Murray, porter, same time, \$708. A. M. Skinner, porter, \$578.37. Then we come to the expenditure of the de-

partment. Car No. 139, A. F. Bishop & Co., sundry crockery and glassware, \$67.45; H. Kingsland, maintaining and repairing electric system on car, \$55.26; Ottawa Sanitary Laundry Co., laundry work, \$41.61; Rooney & Cooper, suit for porter Cameron, \$24. They have to dress him up with gold buttons—\$24 besides giving him a salary of \$708; A. Rosenthal & Sons, sundry cutlery, \$95.10; C. Ross Co., four dozen sheets, \$36; 54 yards table linen, \$54; blankets, \$80; pillows, rugs, mats and sundry, \$456 for this one car. Stewart & Co., sofa bed in leather, \$135; two mattresses at \$15; five at \$11; leather easy chairs, two at \$40, one at \$16, two at \$15, and six at \$9.50; rebuilding and remodelling two sofas, \$80; sundry, \$38, total, \$521. Then there is Bate & Co., \$58.62; two small payments, \$15.87, total, \$74.55. Then repairs, fuel, &c., \$259.73; sundry, towel bars, tumbler holders, locks, kitchen utensils, &c., \$23.70. Then we come to the car 'Ottawa,' \$909.56. There is a suit for Porter Murray, \$24. Then car No. 28, \$528.41; suit for Porter Skinner, \$24. Car No. 109, \$314.28. There is a suit for Porter Derome, \$24. So it goes on. Over \$6,000 spent on these four official cars, and four porters kept on the year round, sitting in the car whether it is running or not. I understood the minister to say that one porter went out with a car. How can he defend such an extravagant expenditure as that? I remember before 1896 we spent a whole night discussing the expenditure on one car, the car 'Jamaica,' that was used by the late lamented premier, Sir John A. Macdonald; and because that poor old man used that car on special occasions, we were kept here the whole night discussing the expenditure. Now on the Intercolonial we have nine cars, besides an army of men to serve the ministers. No wonder the expenditure of this country is running up to \$110,000,000 a year, when we have such extravagant ministers, each of them with a brass buttoned porter, and a special car every time they move around through the country. I suppose they have brass in their cheeks as well as brass in their buttons, and I fancy they have gold buttons and gold lace.

Mr. FOWLER. Has the minister a statement showing the actual cost to the country of these six cars on the Intercolonial Railway as well as a statement showing the cost of these men who are messengers and who receive salaries as porters? As I understand the minister, a messenger goes out as porter. Then he will be drawing his pay as messenger and you have these amounts charged for their services as porters. How do you account for that?

Mr. GRAHAM. It would probably have been better to have said that the porters are not engaged as porters to do messengers' work. They are paid as porters. Their services are used when they are