

Mr. RYAN: Some years ago the train from Saint John to Halifax left Saint John at 11 o'clock and arrived at Halifax early in the morning. That run was discontinued, causing great inconvenience particularly to commercial travellers. I wondered whether you had given consideration lately to the advisability of running that train again in view of the fact that business is picking up and revenues are increasing on the Atlantic division?

Mr. HUNGERFORD: We ran the night train between Saint John and Halifax for many years, through good times and bad, and the returns indicated that it earned about one half of its cost. There is nothing to indicate that the earnings would be any greater if the run were restored.

Mr. RYAN: If you tried it might it not prove otherwise?

Mr. HUNGERFORD: We have already given it two or three different trials. It has been taken off and put back and taken off again, and the uniform result was that the earnings were insufficient.

Mr. KINLEY: There was no connection with Boston by that train?

Mr. HUNGERFORD: No.

Mr. RYAN: I was concerned about people travelling not only from Saint John to Halifax but from intermediate points to Halifax.

Mr. HUNGERFORD: It is a measure of economy.

Mr. RYAN: If it leaves at noon there is no mail accommodation; the service is more or less antiquated so far as mail is concerned.

Mr. HUNGERFORD: The train service during the day makes all the essential connections and provides a connection with Boston.

Mr. RYAN: How long is it since you tried out what I have suggested?

Mr. HUNGERFORD: The night train?

Mr. RYAN: Yes.

Mr. HUNGERFORD: Four or five years ago.

Mr. RYAN: Then you cannot say how the revenue has increased on the Atlantic division.

Mr. HUNGERFORD: That train ran for several years during good and bad times, and the earnings were just about the same throughout the whole period.

Mr. KINLEY: There are two ways to get to Saint John. All the rest of the Nova Scotia people slip across the bay.

Mr. RYAN: That is the C.P.R.?

Mr. KINLEY: From any part of western Nova Scotia you can get into Digby in three or four hours.

Mr. HUNGERFORD: We would put the train back on the night run if we could get enough revenue to meet the expense of running it.

Mr. RYAN: Are conditions such that you are still losing money running trains on other lines?

Mr. HUNGERFORD: Yes, because the passenger train service cannot be reduced any more. If you are going to keep a line open at all you have to provide a minimum service.

Mr. RYAN: Is the run from Montreal to Ottawa a paying investment?

Mr. HUNGERFORD: I think on the whole it earns considerably more than the train we have been discussing.

Mr. RYAN: Would you consider giving it another trial? I would like to see it tried out, if possible.

Mr. HUNGERFORD: We will give it consideration, but the whole history of that train is not very hopeful.

[Mr. J. B. MacLaren.]