

drew his attention to it by letter and received a reply from him stating that of course the commission would carry out those instructions. I am satisfied that if the hon. member has a similar case to bring before the Railway Commission now he will have no difficulty on the score of jurisdiction. The hon. member, of course, will appreciate that the time is very near now when the Canadian National Railways Act will be brought into force, and under that Act the Intercolonial and Transcontinental railways automatically come under the jurisdiction of the Board of Railway Commissioners.

Mr. PARENT: I am glad to hear the explanation given by the minister. But the case I have in mind is much simpler. Fifteen miles outside the city of Quebec the Transcontinental railway runs through the parish of St. Augustin, but no agent has ever been placed in charge of the station built in that parish. The citizens of that parish presented to the Board of Railway Commissioners not very long ago a petition in which exporters and importers at that place set forth in detail the amounts which they exported or imported in a year, giving the names and complete information, the amounts ranging from \$200 to \$1,000, \$1,500, and so on. They showed that they were paying in freight at least \$1,700 a year and they pointed out that if an agent was placed at that station the Government would make at least \$15,000 a year. This petition was presented not very long ago at the city of Quebec, after I had tried, but without success, to have the matter attended to by applying to the Canadian National railways. The answer given to the petition by the chairman of the Board of Railway Commissioners was that they had no jurisdiction over such cases. Where, then, are the people of Canada to go in matters of this kind? If you go to the Government, they turn you aside; if you go to the Board of Railway Commissioners, they say they have no jurisdiction. To whom can the people go with a proposal under which the Government, by spending \$2,000 a year would make a profit of at least \$15,000 a year—and at a time when the Government railways are showing a loss?

Hon. Mr. REID: If the hon. member will write me a note I will bring the matter to the attention of the management of the Canadian National railways and ask them to give it consideration. If their decision is not satisfactory—and this is the pro-

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cedure with other railway companies as well; in the case of the Canadian Pacific the same thing would be done—I will have the matter taken up by the Board of Railway Commissioners, upon whose decision the board of management must act.

Mr. PARENT: I will give the hon. gentleman another example; it is just as well that the public should know these things. In that very same parish the Canadian Pacific has had an agent for fifteen or twenty years; but since the making of the application to which I have referred the Canadian Pacific have applied to have their agent withdrawn. The minister can draw his own conclusion.

Mr. LEMIEUX: This House has appointed a Special Committee to consider the question of Canada's fuel supply. I notice that Hon. Mr. Carvell was interviewed by several deputations at Winnipeg on that very important question, and it was suggested that if there was a fair reduction of freight rates on coal—during the summer season only, so as to give way to the grain trade in the fall—that would be a practical solution of the problem of coal supply for the West. Mr. Carvell has returned and I would like to know whether the commission has come to any conclusion with regard to the suggestions made by western boards of trade on that subject.

Hon. Mr. REID: I noticed something in the newspapers to the effect that it was the intention of the chairman of the Railway Commission to submit to his colleagues upon his return all the evidence and information obtained at the different points. He has only been home a few days, and I understand that so far no action has been taken.

Mr. FORTIER: I understand that there is a French secretary as well as an English secretary for the Railway Commission. What are their names and their respective salaries?

Hon. Mr. REID: Mr. Cartwright is the English secretary and Mr. Primeau is the assistant secretary. Mr. Cartwright gets \$5,000 a year; under the Railway Act as amended his salary was put at that amount. Mr. Primeau gets \$3,200, according to information given on page W-57 of the Auditor-General's report.

Mr. FORTIER: Mr. Primeau was a member of the Montreal bar, having been a law partner of Hon. Mr. Coderre, one time a colleague of the hon. minister. He