

portion of the Canadian Government railways known as the Intercolonial railway is being operated at the present time at the expense of the people of the eastern provinces, particularly the Maritime Provinces, who prior to this have always had a proper operation of the road. Travellers, when they find the Government of this country taking over and extending this large system of railways and withdrawing proper facilities from the Intercolonial, naturally, when they are going east from the city of Montreal, go by the Canadian Pacific railway which has a very much better service than we have on the Ocean Limited train.

I wish also to draw the attention of the Government to the absolute falling down of any attempt to advertise that portion of the eastern provinces through which the Intercolonial runs. A few weeks ago when I was travelling on the Ocean Limited, I happened to get into conversation with a gentleman from the United States. I kept pointing out to him places of interest along this railway, and finally I said: "Well, we have got through this section of the province of New Brunswick; we are about to leave the province of New Brunswick and to enter Quebec, passing through the Matapedia valley. I want to take you to the rear of the train so that you may have an opportunity of seeing the splendid scenery, unsurpassed in any other country, as the train passes through that section following the curves of the beautiful river Matapedia and across the different brooks and streams which flow into that river." What did we find? We found an official car, a private car, hitched on behind and the rear of the train covered and housed in so that we could not see the slightest bit of this magnificent country. I have drawn the matter to the attention of the minister before, and I have suggested to him that when private cars are being hauled by the train, they should not be placed in the rear so as to prevent passengers from seeing the magnificent country which this road traverses. I suggested that those official cars that are attached to practically every train on that road should be placed in such a position that passengers would have the opportunity and advantage of viewing the scenery.

There is another matter that I have drawn privately to the attention of the department. I do not say this in the way of criticism, but I trust that what has taken place will not be permitted to occur again. On the very trip of which I have

spoken, coming up on the Ocean Limited a few weeks ago, I reached Montreal at 9.20 in the morning, the train arriving on time. I was anxious to get back to Ottawa to attend to my duties, but I found that the Canadian National Railways train which is supposed to connect with the Ocean Limited leaves at 9.15 a.m. or just five minutes before the Ocean Limited arrives in Montreal and passengers have to remain in the city of Montreal for six hours waiting for connection to Ottawa. While we are waiting there, what happens? The first train is the Canadian Pacific, and naturally most passengers take that train, so that we are practically handing traffic over to the Canadian Pacific which my hon. friend would have us believe is the hated rival of the Government.

My hon. friend this afternoon referred to the question of political management. On many occasions I have drawn the minister's attention to the political management of the Intercolonial. In the first place, I want to say frankly and sincerely to the minister, in support of what has been said by the hon. member for Gloucester (Mr. Turgeon), that in my opinion, and I believe in the opinion of at least ninety per cent of the people of that section of the Dominion, the Government or the Board of Directors of this railway have made a mistake in doing away with the central offices at the city of Moncton and removing to Toronto the officials who have authority to look after the business of that section of the country. There is not in the city of Moncton a man who has authority to buy a scrubbing brush to scrub the floors of those offices without sending to Toronto for a permit to buy it. That is a mistake. In the past we used to go to Moncton to get our grievances redressed, and the officials there had some authority and would give us some satisfaction. But when we go to Moncton to-day, we are told: "We cannot do anything; we shall have to refer the matter to Toronto." There are no cars there to give to shippers of freight, and if shippers ask for cars, the matter is referred to Toronto and the shippers have to wait a week until word is received back whether cars will be sent down or not. It was an ill-advised policy to withdraw the general offices from the city of Moncton. That railway system extending from Montreal to Sydney, Halifax, St. John, with all the branch lines and also that portion of the Transcontinental that passes through New Brunswick