

making some changes for their own purposes, I am not going to say whether they did or did not; I know nothing about it; but if the hon. gentleman makes that statement on information I would like to ask him where he got his information. Did he get it from the Canadian Pacific or the Grand Trunk? Perhaps he got it from the Grand Trunk. Now, Sir, there are two sides to that question. The fact of the matter is the delays on the Grand Trunk have a great deal to do with the delay of the mails. With regard to the time that is taken to go from here to Brockville, it is quite clear the Canadian Pacific, with the great through connection they have established to the satisfaction and comfort of the whole travelling community of this country, have a right to make such arrangements as will best suit their own convenience. True it is that the Postmaster General should endeavor to utilise the speediest, the best and safest line, and I think if he has not employed the Canadian Pacific to carry the mails to Toronto and intermediate points upon that road, it is time that he did, for I know that the universal feeling of the passenger traffic that comes and goes, is that they would very largely prefer to travel by the route which they find to be the quickest and most comfortable, and that is the Canadian Pacific. Before my hon. friend makes a statement to the House assuming that the Canadian Pacific have made a change solely for the purpose of discommoding the Grand Trunk, he had better make enquiry from the Canadian Pacific Company, and ascertain what the reasons are for the change. I have heard the reasons stated and, although I have not paid much attention to the matter, I understand it is for the purpose of suiting the convenience of their own road, for the purpose of enabling their trains to run in the way that would best suit the convenience of the company, both as to time and as to the employés, and as to the distribution of the trains.

Mr. CASEY. Just what I said.

Mr. DUNDAS. My experience is confirmatory of the supposition of the hon. member for West Elgin. This is certainly a matter of great inconvenience to the public. Not only are the trains two hours and a-half longer reaching Brockville from here in the evening, but the authorities on the Canadian Pacific refuse to check baggage through from the point of shipment here to any point on the Grand Trunk—

Mr. MITCHELL. The Grand Trunk can do the same.

Mr. DUNDAS. I am not aware of that, but while this question is before the House it is well to ventilate the matter. I do not mean to say that the Canadian Pacific are not doing as other roads would do under the same circumstances; I merely point out this fact as an additional evidence that the supposition of the hon. member for West Elgin is correct.

Mr. WHITE (Renfrew). I think there cannot be any doubt but that the Postmaster General ought to take some steps to have the mail from Toronto carried by the Ontario and Quebec. I know that frequently trains leaving here at 4.55 for Pembroke are obliged to remain at Carleton Place three or four hours waiting for the train from Brockville in consequence of delays upon the Grand Trunk; and as the Grand Trunk carries the mail for all points westward and northward the Canadian Pacific deems it in the public interest, and for the public convenience, to hold their trains at Carleton Place to await the arrivals of the trains from Brockville. I have known many instances in which the train has had to wait for the Grand Trunk, and I think the Postmaster General would be consulting the public convenience if he would have the mails carried by the Ontario and Quebec, especially for all points northward.

Mr. CARLING. There is no objection to giving any information in the possession of the Government with regard to the arrival and departure of mails from Ottawa.

Mr. MITCHELL.

With regard to the remarks of the hon. gentleman who has just spoken and of other hon. gentlemen, I may say that ever since the Session commenced two mails a day have been carried both ways by the Canadian Pacific between Toronto and Ottawa. A mail is brought in the morning train and another in the evening train; a mail leaves here every morning at 12 o'clock, and every evening at 11.05; so that two mails have regularly been carried by the Canadian Pacific between Toronto and Ottawa since the commencement of the Session. With regard to the connection at Brockville, the Department have done everything in their power to have the mails carried by the swiftest train, but it is not in the power of the Government, I think, to compel railways to make connections. Of course, we are most anxious that they should make connections, and the difficulty is that the Canadian Pacific starts here at half past 8 in the evening instead of 11 as it used to do. Of course they are slow in getting to Brockville; still the connection is made with the Grand Trunk on the up train from Montreal to Brockville and from Montreal to Toronto; also the train coming down from Toronto in the morning connects with the Brockville train from Ottawa. I believe the mail that leaves Toronto in the evening is delivered in Ottawa by nine o'clock in the morning. Everything has been done by the Department to expedite the mails, both while Parliament is in session and during the recess.

Mr. BLAKE. Those of us who live in Toronto find that a good portion of our mail from the west comes by the one company, and a portion by the other. As a general rule I get my newspapers by the Canadian Pacific train, and I get my letters almost invariably by the Grand Trunk some hours later. Now if there is a mail sent down by both roads how does it happen that the letters almost always come by the slower road? There must be a defect in the arrangements by which the bulk of the mail matter, I presume, comes by the slower of the routes. Of course it is obvious that there is no long and efficient passenger connection between this place and the front, and we have got to put up with it as best we can under the present state of the law. But what we have a right to demand is that particularly if, as the Minister says, he uses both roads, the letters should come by the fastest route.

Mr. CARLING. I am glad the hon. gentleman has called my attention to this matter. It must be that the Toronto post office send the bulk of the mails by the Grand Trunk instead of the Canadian Pacific. I will look into the matter and see that a remedy is applied.

Mr. CAMERON (Victoria). My experience is similar to that of the hon. member for West Durham. I get my newspapers the first thing in the morning, but I have to wait till late in the afternoon for my letters. The letters come by the Grand Trunk, and the newspapers by the Ontario and Quebec.

Mr. CAMERON (Middlesex). I have no objection to the motion being amended by inserting the words "and the hours of departure from Brockville to Ottawa," showing the date and hour of departure. I think a reference to the hour should be embodied in the motion. But I just want to direct attention to one other consideration in connection with the question that is being dealt with. There are a great many points between Toronto and Ottawa along the line of the Grand Trunk that must necessarily depend on that road for their mail accommodation. So it has become an important, if not an imperative, matter that the connection at Brockville should be an ordinarily expeditious one. We know as a fact that the time on the Brockville and Ottawa section of the Canadian Pacific Railway has been lengthened something like one hour over what it was last Session. That is undoubtedly a just cause for complaint by those whose communications come from the