

APPENDIX No. 2

Mr. WEICHEL: I believe if a vote were taken in Galt the people would vote for Sunday service. I make that assertion for the reason that I have spoken to some very prominent gentlemen in Galt, and they told me that the sentiment regarding Sunday car service has changed. It is a ridiculous thing to think that Galt should be the missing link in the whole connection.

Mr. BLAIN: How long has that been going on?

Mr. WEICHEL: I could not tell you.

Mr. SINCLAIR: Is there not a Railway Board in Ontario?

Mr. WEICHEL: Yes.

Mr. SINCLAIR: Would not this be under their jurisdiction?

Mr. WEICHEL: I would like to ask Mr. Johnston if this would be under the jurisdiction of the Ontario Board?

Mr. JOHNSTON, K.C.: Undoubtedly.

Mr. WEICHEL: I have brought the matter before the attention of this Committee in the hope that they would afford us some relief, and if the Committee can make any suggestions at all looking to that result I will be very much obliged.

Mr. JOHNSTON, K.C.: What is the objection to following the course I suggest—that that railway should come and ask to be declared a work for the general advantage of Canada?

Mr. WEICHEL: All right, I can have them here to-morrow if you say so.

Mr. JOHNSTON, K.C.: We cannot make such provision in this Act. With all respect to the Minister, I would say it would not do to single out one particular company.

Mr. WEICHEL: Would it not apply to all other companies as well?

Mr. JOHNSTON, K.C.: Then you are getting into a big question. Are you going to say that every tramway should be for the general advantage of Canada?

The CHAIRMAN: Suppose you bring the matter to the attention of the general Railway Committee of the House.

Mr. WEICHEL: I will do it if that will be the best thing to do.

Hon. Mr. COCHRANE: I do not see how they can help it. How could the general Railway Committee do that? The Railway Company is not coming here for legislation or anything.

Mr. WEICHEL: The situation is a serious one as far as we are concerned, and I had the idea that possibly this Committee might, in some shape or form, help us out of our difficulty.

Mr. JOHNSTON, K.C.: You thought they might single out that tramway.

Mr. WEICHEL: There is a lot of narrow-minded prejudice against Sunday cars at present; I understand all that; but when these trains leave Port Dover—up to date, fully equipped trains—and go through cities like Brantford and Paris and run to the end of the line in the city of Galt, and then the passengers must vacate the cars simply on account of prejudice, and walk a mile into town in all kinds of weather, and then the car proceeds empty to the waiting room, certainly it seems a ridiculous proposition, and according to the statement of the inspector who looked into it, the matter should be remedied with the least possible delay.

Mr. JOHNSTON, K.C.: Your Company is subject to the Ontario Act. What chance is there of your getting relief in Ontario?

Mr. WEICHEL: I believe we have a chance of getting relief in Ontario from what I have heard, but I was under the impression that I had better sound this Committee first and see what they thought about it.