

up for cars and the dealers in coal could not supply their customers. And I further know that at that season of the year it took from four to seven weeks for a car of coal to come from Sydney to Charlottetown, a distance, I suppose, of about three hundred miles. Now, I do not think that it was efficient management for a car to have been six or seven weeks on the road, coming a distance of some three hundred miles. Cars, I believe, are worth four, five or six dollars a day to the railways, and the car that is twelve or fifteen days out of commission means a loss to the railways of sixty, seventy or eighty dollars, not to mention the loss which is entailed to the people.

So much as regards general conditions on the Canadian National railway system. And now, Mr. Speaker, I will ask you to bear with me while I relate some of the conditions on the Prince Edward Island division, with which I am personally familiar. During the last few years the management of that division has greatly reduced the train service and the train accommodation and has at the same time, I am convinced, increased the cost of the service. I refer more particularly to the eastern part of the division. Owing to the complicated schedules governing the wages of railway men, it is difficult for a layman to accurately estimate the comparative cost of operating trains, but I shall try, in a general way. For instance: Eight hours or one hundred miles constitute a day's work on a freight or a mixed freight and passenger train, whereas, ten hours, or one hundred and fifty miles constitute a day's work on a passenger or express train, the employees, in all cases, having the right to calculate the day's work by the mile or by the hour whichever method of calculation would give them the higher pay. Moreover, the men on the freight, or the mixed freight and passenger trains have not only shorter hours and fewer miles, but they have higher pay per hour or per mile, as the case may be. And further, when the hours which constitute a day's work are exhausted, every hour after that is called an hour and a half.

From the time the Prince Edward Island railway was opened some fifty years ago till a few years ago we had a daily freight train in summer between Charlottetown and Souris, and a daily passenger train as well. A few years ago the freight service was reduced to a tri-weekly train. This tri-weekly train is unable to carry all the freight offering, the overplus, or some of it, has to be sent by the passenger train which thus automatic-

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ally comes under the shorter hours, the fewer miles, the higher pay, the overtime, and what should be a day's pay for the train crew is changed into a day and a half or a day and three-quarters. But, there is more than this. The passenger train that carries freight is always late, and when this happens day after day, passengers who can travel by auto or in any other way will not travel by train, and the passenger service is greatly injured.

But this is not all. The daily freight train between Souris and Charlottetown some years ago took care of the freight originating on the Georgetown-Montague branch. This the tri-weekly freight cannot do. The consequence is that the Georgetown-Montague train, which according to the schedule, has its terminus at Mount Stewart, has to be ordered into Charlottetown, some eighteen miles farther, as a special freight. Now, according to the schedules, when a special train is sent out, no matter how short the distance, or the time, it is a full day's pay for the train crew. There is therefore a day's pay from Mount Stewart to Charlottetown, another day's pay from Charlottetown back to Mount Stewart and of course a day's pay between Mount Stewart and Georgetown, or three days' pay in one, for that train crew. But even this is not all. The tri-weekly freight train between Charlottetown and Souris, trying to take all the freight, is often overloaded and therefore makes very slow time. It is sometimes out on the road sixteen hours. The first eight hours constitute a day, the second eight hours a day and a half, or two days and a half in one. And this kind of thing is called management by railway experts. To be just to the men I don't think they want this kind of management, they would prefer to have regular working hours and regular pay.

Mr. Speaker, I have not yet told all the story of the peculiar railway management we have in Prince Edward Island. There is a branch line of railway, extending from Souris to Elmira, some ten or twelve miles long and known as the Elmira branch. Before last summer Elmira was the terminus of the eastern line. Last summer, Souris was made the eastern terminus and a motor bus, or a little gasoline car locally known as a "jitney", with one man in charge, was put on the Elmira branch to carry light freight, baggage and passengers, and a regular freight train once a week. The motor bus, or jitney, was a complete failure. The car was too small to carry the cream the farmers wished to send to the butter factory and any baggage or other light freight at the same time. The