

winter—and it was a very bad winter—we increased it 60 per cent, and the thing was done. Of course, that is a condition which you cannot have in ordinary times. I was treading on everybody's corns everywhere; there are a whole lot of corns I have never been forgiven for treading on, even to the present day.

HON. MR. GRAHAM: We had a shortage of coal in Brockville. I got some coal, by certain methods, to Prescott via C.P.R., a distance of about 12 miles. Ordinarily that would go from Prescott back to Kempton, out to Smiths Falls, and so out to Brockville. That would ordinarily take about 10 days, and I know somebody gave them the order to haul it the 12 miles by Grand Trunk, and so save that much time.

SIR HENRY DRAYTON: I remember in 1916 the Ottawa coal dealers came in and said that we had a three days' supply of coal in Ottawa, right in the middle of winter. I bought three trainloads of coal that afternoon—at least I arranged for them, and we arranged for the whole movement and we actually managed to get this coal through. I remember getting through 500 cars of coal for Ontario points at Black Rock on the day the hospital in Buffalo closed because it had no coal, and the whole reason was very, very simple. We had an arrangement under which the railways here were compelled to treat coal as coal, no matter whose it was. A great deal of the congestion in the United States arose from the practice of yarding it at different points. Canadian coal was handled by solid trains. As soon as an order was received for Canadian coal, a solid train would be made up and it was run as a solid train without yarding or anything, straight through to the Canadian points, and then the Canadian railroads were under the obligation of immediately discharging it. I put a demurrage of \$10 a day per car, and they were under the obligation of discharging that coal and sending that empty train right back to the American line. That meant they were in a position to do business in Canada when, by reason of the railway congestion, they could not do business with their own people. If you get co-ordination, a lot of these things could be done.

SIR HENRY THORNTON: It is very difficult to prevent contestants from contesting, and it may be expressed this way. It is no good for the sheep, in convention assembled, to pass resolutions in favour of a vegetable diet, so long as the wolves retain their carnivorous habits.

The CHAIRMAN: Shall we approve of the item?

MR. STEWART: In item B, what construction is involved there?

MR. HENRY: That is betterment, really.

MR. BROWN: There is no branch line work.

SIR HENRY THORNTON: "Construction and Betterments" is a general term which is used to describe that particular branch of railway operation. In this case it is mostly betterments.

MR. STEWART: That amount of last year would include the money used to build the Long Lac cut-off?

SIR HENRY DRAYTON: Yes. There was that new work last year, and also that Minto branch?

MR. STEWART: There is one other thing I would like to ask. Is any money involved in this expenditure in connection with the Hudson Bay railway?

MR. BROWN: Yes, \$300,000.

The CHAIRMAN: For what purpose?

MR. BROWN: It is a revote of last year.

SIR HENRY THORNTON: That is protection in this way; there is a considerable portion of the line that is sinking; there are still some ties and rails and material lying up there which has to be salvaged, to prevent it from sinking into the