

in the business in which I am engaged, the Grand Trunk railway or the Michigan Central railway will charge us up \$1 a day for cars that are held for more than a certain length of time.

Mr. GRAHAM. Demurrage.

Mr. ARMSTRONG. If the other roads using Intercolonial railway cars can be charged a maximum rate, it would seem to be wise for the Intercolonial railway to fix the rate at a figure that would yield at least reasonable interest on the money. The life of a car is comparatively short, and, at 25 cents a day, it might be advantageous for any road to take cars and keep them for any length of time instead of building cars of their own.

Mr. GRAHAM. If the Intercolonial railway had the making of the price, that could be done. But all the railways agree on a certain rate which they charge one another. If the cars of other railways come on the Intercolonial railway, we can keep them at the same price. But you could not run a railway for twenty-four hours without entering into this arrangement, because your cars would not be taken on any other line. I think the price is too small, but it is the price paid and charged by the other roads, and we have to accept it. As I pointed out to a railway man the other day, they can keep our cars at loss to us, and a gain to themselves. We have men out now trying to find our cars and rush them back.

Mr. ARMSTRONG. Do I understand that when a car is billed to a certain point, the railway that receives it can make use of it for the carriage of goods all over its lines?

Mr. GRAHAM. Take, for instance, an Intercolonial car going to Chicago. Of course, they are not going to haul that car back empty. They will take it to one place and keep it, perhaps, a week, to another place and keep it for a few days, and so on, when they ought to bring it back more promptly.

Mr. TAYLOR (Leeds). I understand that the system is, that if an Intercolonial railway car is billed, say to London with a load of goods, routed by the Grand Trunk or Canadian Pacific railways, as soon as it is unloaded it must be returned to the Intercolonial railway. But they have the right to load it with goods going, let us say, to Kingston or other point east of London, and at Kingston it may be loaded for some other point further east, but I understand that it must not travel west, but must travel continuously only on the way back to the owners. The same applies to American cars. We unload them every day at our place, but we cannot use

them to ship goods to any point east; they have to go back to the bridge, but they can carry freight for points between Gananoque and the bridge. We sometimes need cars to send goods eastward, and there are American cars there, but the Grand Trunk railway people tell us that these cars are not allowed to be sent to Brockville or other points east.

Mr. GRAHAM. My hon. friend has the essence of the arrangement. They load from Gananoque west to Kingston. It will stand there a day or two before being loaded and then perhaps they load it and send it to Napanee and it may be kept a month for what should be a three or four days' straight run.

Mr. PRICE. A few weeks ago cars on the Intercolonial railway from Quebec down were ordered to be sent to Sydney, and we could hardly get any cars on points below Quebec. Is there any reason why Sydney should get the advantage over other points? Is there any reason why Sydney people should be able to ship when other people cannot?

Mr. GRAHAM. I am not sure whether the Sydney people have an arrangement to get so many cars each day or not. They are steady shippers and may have such an arrangement but I do not think they have any special contract and are not more entitled to receive cars than my hon. friend.

Mr. PRICE. Could the minister give some assurance that if other people would give daily shipments, taking so many cars per day, the government would contract to supply those cars? If that could be done there are several other shippers who would be glad to enter into contracts of that kind.

Mr. GRAHAM. If my hon. friend will write me a note I will take the matter up with the traffic department and have them enter into correspondence with him.

Mr. BLAIN. The fact that 4,000 Intercolonial cars are allowed to go out of the country at 25 cents a day is a fair subject for criticism, particularly as the hon. member for Quebec-West has stated that in many cases in his own large business he has applied for cars and has not been able to get them. Would the minister state what proportion 4,000 is to the number of cars on the line and the average earnings of each car and what amounts my hon. friend has paid for the use of cars from other lines?

Mr. GRAHAM. I shall get that information.

Mr. JAMESON. I would like some information with regard to the arrangements for reserving Pullman berths on the Intercolonial at Montreal. I have heard that the arrangements there have not been satis-