

brook and pouring water on the boxes, we controlled the heat somewhat and got to Tormentine several hours late. What kind of efficiency did that indicate? Was that an isolated occurrence? I do not know. It apparently was not. While travelling from Halifax on the 30th day of October last by the Ocean Limited, I had a seat in one of the first class coaches. The day was cold and the car in which I sat was very cold and draughty. The officials, of whom there appeared to be a great number on the train that day, frequently passed through the car, and invariably they left both doors open. I shut the doors two or three times and some of the other passengers also shut them. I spoke to one of the officials as he went through the car and stated that, in my opinion, there was no use trying to warm the province of Nova Scotia with the little heat we had in that car. He scowled at me and shut the door; but in a moment another official came along and opened it; then a fellow-passenger told me that it was better to leave them alone, because a few days before he had drawn their attention to the coolness of the car, and they made it so warm that the cure was worse than the disease. I know that the temperature in the chair cars and the Pullmans is kept comfortable; but should not the comfort of the men and women who have to ride in the first and second-class coaches be considered and should not everything possible be done to make them comfortable?

The editor of one of the Charlottetown papers told me that he was in Halifax last summer and travelled to Sackville by the Ocean Limited. He had two fairly heavy grips and wishing to get them checked he went to the checking room in the Halifax station and made known his wants. There were two men working there and they were moving more slowly than the mourners at a funeral. They paid no attention to him. After a little while he repeated his request, adding that he would miss the train if they did not attend to him soon. Still no attention, so he had to pick up his grips and run, and as he was going out the door they jeered at him.

I was in the rotunda of the Brunswick hotel at Moncton last fall, and ten or twelve men were sitting there, most of them commercial travellers, I think. One of the men was talking over the telephone, and when he had finished his conversation he turned to the others and explained that he wanted to go to Montreal and wished to travel via St. John if it did not cost him any more than going direct by the Canadian National railway. He

stated that an official of the Canadian Pacific railway had arranged the matter for him in less than ten minutes, and that it would take a day or two to make a similar arrangement with an official of the Canadian National railway, because it would be hard to find one who had the authority to act. And all the men in the hotel agreed with him. Last summer three clergymen residing in the eastern part of Prince Edward Island wished to spend a few weeks in western Canada. They desired to travel by the National railways because they were national. They wrote to the then District Passenger Agent at Charlottetown for information. A week passed before they got an answer, and then a telegram came with thirty-three cents to collect. The money was paid under protest, not because of the amount, but because of the principle involved. The station master at Souris reported that the money had been paid under protest, and later a telegram came back stating that a mistake had been made and telling him to refund the money. In the meantime the agent of the Canadian Pacific railway had been communicated with. A reply with all information came back at once followed by letters soliciting the patronage. These men travelled by the Canadian Pacific railway and they state that they received every kind of attention and civility. In nearly every city they were met by an official of the railway who inquired if he could do anything for them, and who informed them that they could stay off at any point as long as they wished, and could change their route if they so desired without any additional cost except the added mileage. In short, every official of the Canadian Pacific Railway seemed anxious to please. Moreover, the information they got in the West in regard to trains was to the effect that while the Canadian National trains would likely leave on time, there was no certainty when they would arrive at their destination. On the other hand, the Canadian Pacific trains not only left on time, but in nearly every instance, arrived on time. These men in common gratitude feel it to be their duty to recommend the Canadian Pacific railway to any friends who may contemplate a trip.

I have heard it mentioned during this debate that there were sufficient cars in Canada to take care of the traffic and that the government need not have given an order for more cars. Well, I know there was a shortage of cars in eastern Canada last fall. I know there were not enough cars to carry the coal from the mines to the people who needed it. I know that the mines were held