

international traffic as have the Canadian Pacific railway and the Grand Trunk railway, but stops at Montreal. These other companies have as many cars on the American lines as the American companies have on theirs. Very few American cars, however come on the Intercolonial railway as we are not an international road. When the Grand Trunk railway and the Canadian Pacific railway take a car over their line, they keep it to themselves; whereas we have a greater percentage of cars across the line which it is impossible to get back when we require them. They are kept by the American railways and these railways pay a certain amount per day as long as they chose to keep them.

Mr. LENNOX. How much does a freight car cost?

Mr. GRAHAM. A freight car costs about \$1,100.

Mr. LENNOX. You get 25 cents a day for its use.

Mr. GRAHAM. There is an arrangement between all the companies by which they pay so much per day. I think it is 25 cents.

Mr. PRICE. Why not raise the rate to 50 cents?

Mr. GRAHAM. We used to have a rate of 50 cents, but the railway companies, through their interchange bureau, reduced the price.

Mr. PRICE. You had better change it.

Mr. GRAHAM. We cannot. All the railways charge the same rate. All these other railways retain as many foreign cars for their own use as they send out of their own over other lines, but the Intercolonial railway is not so situated as to be able to do that. The American cars seldom come to us although ours go to them, so that in this respect we are handicapped. We are, however, making efforts to overcome that difficulty and are buying additional rolling stock this year. If my hon. friend will give specific cases, I shall try to remedy the grievances complained of, for I am just as anxious as he can possibly be that the best facilities should be afforded people to do business with us.

Mr. REID (Grenville). I think there is a good deal in what my hon. friend from Quebec (Mr. Price) says. I had considerable confidence in the Minister of Railways' ability to work out a new system, but only yesterday or the day before he received a letter which makes me doubt whether he has really been doing all he could in the interests of the Intercolonial railway. He has the original letter in his department, but I have here a copy which I propose to read, and I would like him to tell me

whether he thinks, on reading that letter, that he has been doing his duty:

Red Pine P. O.
Gloucester Co., N.B.

Dear Sir,—I feel it my duty to write to you for such a specification for ties. I don't think you are as bright as you might be. You must think these people down here are fools, where would you find any timber that is clear of worm holes and checks that is going to be worked into ties at 23c. a piece. Our union won't and that settles this part of the country. You didn't say in your specification whether we should haul them ties in a spring wagon or not and you didn't say whether we should have sent a full size photograph or a tintepe, please state in your next specification. You needn't tell us to see the member, what he says about ties don't amount to much. Tell us what color you want them painted and what kind of trimmings you want on the stack. How much rent do we have to pay per month until you settle up, do you want the corners of them ties chamfered and gilded or not. I would suppose they would have to be made on a bright sunny day, and if they get any dirt onto them would ivory soap be fit to wash them of, if not please state in your next. Maybe it would be a good plan to have a shed put over them ties.

We are all pretty well, hoping this will find you and the member likewise.

Yours truly,
THE SECRETARY,
Gloucester Farmers Union.
New Brunswick.

Answer soon.

Mister Graham,
Minister I.C.R. railway and territory.
8 Oct. 1909.

Mr. BLAIN. Who is meant by the sitting member in that letter? Is that the member representing the county?

Mr. REID (Grenville). Yes.

Mr. BLAIN. The Minister of Railways should have some recollection of an important letter of that kind.

Mr. PUGSLEY. It seems to be an advertisement for Ivory soap.

Mr. BLAIN. If it is, the minister had better refer it to my hon. friend from Red Deer (Mr. Clark). Would he also explain what the sitting member for the county has to do with the Intercolonial in respect of the purchase of ties.

Mr. GRAHAM. It would be difficult to explain something that has no existence.

Mr. PRICE. I would like to read a copy of a letter which I have received with regard to the service on the Intercolonial railway. It is written to Mr. Rippey, superintendent of the car service at Moncton, N.B.:

Quebec, March 9-21, 1911.

Dear Sir,—We have written you previously to this regarding our service here, and we wish particularly to draw your attention to