

may occupy a position of great responsibility. It is the same with the Armours, who employ between thirty and forty thousand people, and with other big concerns in the United States, and that is the only way to ensure loyalty on the part of the employees of any great company. In the case of the Intercolonial Railway, however, since this Government have come into office, the heads of the employees have been cut off almost indiscriminately. First it is the Board of Management who are deprived of their positions; then it is the engineer of permanent way, a splendid official, one who has given years of service to the Intercolonial, but who, without reason, is dismissed, and a gentleman from another railroad, who had never before been connected with the Intercolonial, is brought in to take his place. The same is true with regard to the general traffic manager. Although he had given satisfaction to the public and discharged his duties faithfully, he is dismissed by this Government and another gentleman is brought in from another railroad to fill his position. So you might take the cases of gentlemen occupying positions of responsibility in which they had served the public and the country well, who have been dismissed without rhyme or reason and strangers brought in to take their places. That is not the proper method of managing a great railroad. I am told by gentlemen who are familiar with the condition of affairs at Moncton that many of the old employees do not know to-day whether or not, when they wake up to-morrow, they will still be in the employ of the Intercolonial, there being no security of employment. The result is that the feeling of loyalty amongst the employees is destroyed, their ambition is crushed, they are prevented from giving the highest service which a man is capable of giving to his employer, and the consequence is that the service on the railroad is very much impaired. The Minister of Railways apparently trusts everything to Mr. Gutelius, but he ought to look into this matter himself. I have nothing to say against Mr. Gutelius, personally, but I claim that he is no better than the men who have been discharged to make room for him. I am told that he brought into the Intercolonial a number of American citizens, some men from Ontario, some from the Grand Trunk, and some from the Canadian Pacific. I am told that even typists and ordinary clerks are brought in from other railroads or other parts of the Dominion to take positions on the Intercolonial at Moncton, and instead

[Mr. Pugsley.]

of these positions being given to those who are already employed and who have given good service, the latter are passed over and others taken in to fill the places that properly belong to these older employees. Has the operation of the Intercolonial been such as to be approved by the public? I submit not. From my observations, I do not believe the management of the Intercolonial was ever so bad as it is to-day. During the past winter there was scarcely a week in which the newspapers had not an account of a wreck on the Intercolonial.

Mr. GAUVREAU: Scarcely a day.

Mr. PUGSLEY: What excuse is there for wrecks? Is not the reason that somebody has neglected his duty, that somebody has been guilty of an oversight or want of care? Is it not because there is not that devotion to duty amongst the employees of the Intercolonial which there would be if the same system that is pursued in regard to employment of officials on other railroads were pursued in regard to the employees of the Intercolonial? The history of the Intercolonial during the past winter has been a history of mismanagement, neglect, destruction of property and inconvenience to the travelling public. I cannot speak of what the roadbed is like in all the sections of the Dominion through which that railway passes, but I know that on quite a number of occasions trains have left the track on account of broken rails. The other day, within three miles of the city of St. John, a suburban train ran off the track and the passengers had to walk into the city. That is only one instance of inconvenience to passengers which are occurring on the Intercolonial railroad and which are an evidence of want of care on the part of the management. These things would not occur with proper oversight and care, and it would almost seem as if under the management of the Intercolonial it is a question of balancing loss of life and accident to passengers and employees against the cost which will be incurred by managing the road efficiently and seeing that proper service is obtained from those who are employed on the line.

With regard to train accommodation, the Intercolonial has now been in operation for a great many years between Montreal, St. John, Halifax, the Sydneys and all parts of Nova Scotia, and I declare to you, Sir, that the service has never within my recollection been so unsatisfactory as it is now. In former years there was some en-