

especially at Riviere du Loup, and at Moncton, Halifax and everywhere else, who have given the best of their lives to the railway.

Hon. Mr. Monette: May I ask the honourable gentleman a question? Does he know them all?

Hon. Mr. Pouliot: I know enough of them to say there are not only two efficient employees. Efficient employees are numerous throughout the railway service. I say to my honourable friend that I do not treat that question as a joke, because in my heart I feel very deeply the sufferings of those men and their families. What is the life of a railway employee? It is a life of sacrifice and devotion both for the man who works and for the family which is anxious about him. They have tremendous responsibilities. What is lacking in the whole Canadian National organization is the human feeling, the human element.

I do not wish to discuss the merits of Mr. Dingle, whom I am honoured to consider a personal friend of mine. I have many friends in the Canadian National Railways, but they mostly belong to the rank and file. I served them to the best of my ability during the many years I had the honour to represent them in the House of Commons. I know their problems as well as anybody here. When these men come to me and say, "We hope you will say a good word on our behalf in the Senate of Canada when the Canadian National Railways bill comes up", I reply, "Surely I will do that; I am not going to forget what you have done for the country by working as well as you have for the Canadian National Railways." That is my stand today.

Is it possible to touch Mr. Donald Gordon? Is it possible to make an appeal to his heart? Who in the whole country can succeed in doing that? When he says, "No", there is nothing that will make him change his mind. He is known for that. He is a czar. That is his way of behaving toward other people. He may be successful and he may be an able man; I do not wish to discuss his ability. What I do not like is that it is impossible to discuss matters with him, and if we do try to discuss things with him he will admit nothing. That is what I complain of. I will tell my honourable friends that when a man has been working for the railway for 14 years and several months, doing hard and unpleasant work, and sometimes dirty work, in the carrying out of his duties, and when he has only two or three months to go to get his superannuation, which will ensure his security and that of his family, and when he has children who are still at school, and he is told to go before getting his superannuation, under those circumstances I regard that treatment as cruel. I do not find it a laughing

matter; I find it cruel. I find it sad and I do not think that it could happen in any other company.

I would like to refer to the C.P.R. and its difficulty about the firemen on diesel locomotives. What did the management of that company have to say? They said that their decision to have only a locomotive engineer in the cab on certain trains would not affect the firemen who are at present working and that they would be provided with other jobs. That is human, sensible treatment. That is really the way things should be done in this country. I regret very much, honourable senators, that in this I have to make a comparison that is more favourable to the Canadian Pacific Railway than to the Canadian National Railways. I will give you the reason: it is because the Canadian Pacific has acted with its employees in a manner different from what the Canadian National has been doing lately.

Some honourable senators who travel on trains use the Pullman cars and they have no opportunity there to talk with railwaymen. When a railwayman comes to you and in confidence tells you about his troubles, it is the greatest honour that can be bestowed on anyone, because that gentleman, the railway employee, has enough trust in you to tell you about his personal problems, and when he asks for help it means that he has confidence in the one to whom he speaks. I am sure that many honourable senators have heard complaints from the men themselves. They do not ask for charity—they are too proud for that—but for fair treatment. What I say here now applies generally to Halifax, Moncton, Rivière du Loup, Montreal, and probably Toronto and even Winnipeg. I say that on behalf of my fellow citizens, good red-blooded Canadians who have given years of service to the Canadian National Railways, who deserve to be treated better than they have been by this administration.

Why was Sir Henry Thornton so popular? Why do we see bronze tablets in every station erected to his memory? There is one here in the Union station in Ottawa, and another in Montreal; there are plaques everywhere on the system erected to his memory because of what he did for the humble employees of the railway.

A great English preacher, Father Vaughan, who died a long time ago, used to say, "No job is unworthy of a man who is ready to fill it to the best of his ability." Naturally, there are many positions in the Canadian National Railways, from the top rank to the lowest rank, and they must all be filled by people with a strong sense of responsibility. When I board a train and go to sleep in the