

if it were desired to treat us fairly, I called lately in an office at Moncton, where twelve men were employed, and not one spoke French, except a young stenographer. To my question whether she earned more than the others, she replied that she had the smallest salary. Does it not seem that an employee speaking both languages should in justice receive higher pay than any who can use only one language, especially when the knowledge of French is apt to help an important section of the public, such as the French-speaking population of Canada?

I shall not speak any longer to the resolution; but I hope the Minister of Railways will heed my remarks and prove he understands their capital importance by giving justice to the French element in Canada. If you wish to encourage the present members of the Civil Service, the best plan is to adapt a system of promotions. I had occasion now and then to recommend certain employees for promotion; the answer came back from Moncton, without the applicants being examined or even when the authorities knew nothing of them: "the men you recommend are not competent." Here is a case in point. I complained against the appointment on the division of the Intercolonial in which my constituency is comprised of a man by the name of Bovard who had been dismissed from the Transcontinental because he could not speak French. I remonstrated that we had no use for the man and that the position should have been given to a man from my district; I suggested two names; those two men were quite competent, with twenty years' experience, being qualified even to be superintendents; but my recommendation was turned down, without the men being known or being examined; I believe the Minister himself wrote to me: "Your men are not competent". It is the stereotyped answer when French-Canadians apply for positions of some importance. I submit those facts to the House, and especially to the attention of the Minister of Railways, if he cares in the least to deal fairly by the people of the Province of Quebec.

Hon. WILLIAM PUGSLEY (St. John): Mr. Speaker, in the resolution which the hon. member for Rimouski (Mr. Boulay) has presented to the House there is a great deal that is deserving of support. From what I have heard of the hon. gentleman's administration of the patronage of his county, as well as in adjoining counties, I do not wonder that the Minister of Railways sometimes feels rather reluctant to

agree to his recommendations, and I can well understand that the minister may sometimes do an injustice to people along the line of the Intercolonial railway

4 p.m. just because of the persistent and sometimes unfair pressure brought to bear on him by the hon. gentleman. I say this particularly because I know the activities of the hon. gentleman have not been confined to his own constituency, but that on more than one occasion he has come down into the province of New Brunswick and tried to take away from men who may fairly be entitled to some voice with the minister any influence they may have. The hon. gentleman's influence extends through the county of Rimouski and into the county of Madawaska, and I do not know, without knowledge of all the circumstances, that I can very much blame the Minister of Railways for not paying special attention to the representations of the hon. gentleman who has moved this motion; but at the same time, I think the Minister of Railways ought to give some consideration to the special question raised by this resolution. Although I do not quite agree with its terms, with the spirit of it I entirely agree. The resolution states:

That, in the opinion of this House, the employees on the Government railway should be promoted to official positions on that line before allowing the General Manager to employ strangers.

In the management of any large business, whether it is the business of a railway or a commercial or manufacturing business, that is a principle which might well be adhered to. Take for instance the Canadian Pacific Railway Company, which perhaps ought to be the model for railway management, although it may not be just and proper to put that railway company ahead of the Grand Trunk, because the management of the Grand Trunk has been exceedingly good; I understand it is a principle on those railroads that when a young man enters one of their offices, even in a humble capacity, he can, if he attends to his duties, look forward to the time when he may occupy the position of superintendent of the line or even a higher position. The same is true in the United States in the case of great manufacturing companies like the Bethlehem Steel, where some forty thousand people are employed. A boy who enters the employment of that company merely as a messenger boy can look forward with hope and confidence to the time when he