

real. Something has been done as a result, but we have not yet obtained complete justice. All winter, while the local and express services were suspended, a dining-car was run between St. Leonards and Montreal, and not one single man on the car understood French; meanwhile, the French-speaking waiters were kept on the Nova-Scotia and New-Brunswick divisions, where a knowledge of French on the dining-cars is not requisite.

I must also take exception to the cancelling of the local train during a part of the winter. On the Campbellton-Moncton division, although the number of passengers is not more than a quarter of what it is in my county, a local service was kept up all winter. From Rivière-du-Loup to Lévis, the train was run as usual, but from Rivière-du-Loup to Campbellton it was cancelled, although it is one of the best paying parts of the line. The train was resumed again only lately.

Those are small grievances which are such as to provoke unnecessarily a part of the population and one wonders how it is that a part of the province of Quebec is thus unfairly dealt with when another section is well treated.

A few years ago what are called the "Standard Rules" were contrived. Well, I have a lot of experience with railway rules and when a knowledge of the Standard Rules was required of applicants, I refrained from criticism because I wished to examine them first. All I have to say is that they have been in force for the last two years and they have proven a real failure. They put the life of passengers in jeopardy and cause much annoyance to the railwaymen themselves by placing most of the responsibility for the running of the train on the conductor. Instead of giving him instructions, as was done before, to meet another train at a particular point, he is simply told that such a passenger train is so many hours late. The unfortunate conductor must at each station make a computation to see if a train running behind him or in the opposite direction will reach him at any particular siding. It is nothing but computation and worry and the conductor can scarcely bear the strain. I fail to see why this system was adopted, because it makes the position unbearable for the train employees and endangers the lives of the travelling public. A mistake in the number of hours a train is late may result in a collision.

Now what about the medical examination and the medical examiners for the Superannuation Fund of the Intercolonial? Here

[Mr. Boulay.]

again the French-Canadians are submitted to gross discrimination. The employees on the Montreal-Mont-Joli division are required to repair to Moncton to be examined by physicians who do not speak a word of French. The applicants have to get interpreters and often return without having obtained satisfaction. Why not appoint a practitioner from the province of Quebec who could do the work as well as the Moncton doctors. It is a small matter and putting it right would satisfy the people. This is one of the grievances, and the employees on the Intercolonial suffer grievances, as they have proven by their vote at the last election.

The French-Canadians in the province of Quebec labour under another disadvantage. I often had occasion to call at the public offices of the Intercolonial at Moncton and, except Mr. Melançon, not one of the employees speak both languages although there are twenty-five to thirty high officials who are paid fairly big salaries, judging from the list I shall give out. There are many in the province of Quebec who would willingly accept the remuneration. Here are some of the salaries paid to heads of departments: E. P. Gutelius, general manager, \$20,000; Superintendent of Car Service, \$200 monthly; Alward, General Solicitor, \$5,000.

Mr. GAUVREAU (Translation): The latter was brought from Ottawa to replace Mr. Caron.

Mr. BOULAY (Translation): Quite likely. C. B. Brown, Chief Engineer, \$6,000; Shannon, Comptroller and Treasurer, \$5,000; Story, General Freight Agent, \$416.66 monthly; Allen, General Baggage Agent, \$125 per month; Joughins, Superintendent of Motive Power, \$400 per month.

The member for Temiscouata might take note that this man was appointed by his own party.

Mr. GAUVREAU (Translation): You cannot say he is unfit; he is one of the best men on the Intercolonial.

Mr. BOULAY (Translation): Possibly; I am not discussing his ability; he is not a French-Canadian. C. E. Smith, Master Car Builder, \$3,600; Appleton, General Master Mechanics, \$3,600; Simpson, General Fuel Agent, \$3,600; W. R. Devonish, Superintendent, \$275 per month. There are others, but I do not wish to take all the time of the House. All those big salaries go to men who do not come from the province of Quebec and none of whom understand a single word of French. Here is room, it seems, for improvement,