

obliged to sell at a great loss, and they were involved in all sorts of sacrifices. Now many of them are without employment.

I submit that this matter should be taken into very serious consideration. I told the whole story to Sir Henry Thornton and some other officials of the Canadian National Railways, and I also brought the matter to the attention of the late administration. I urged that every consideration should be given the people of Rivière du Loup in view of these circumstances.

There are two parishes in the city of Rivière du Loup in which the men are engaged mostly on the Canadian National Railways. They do not receive exorbitant salaries, and they give full value in their services for what they receive. They are good citizens and employees, many of them having received letters of commendation from different governors general and prime ministers of Canada. I am sure that if there is one section of the Canadian National railways through which the Prime Minister may travel in safety and comfort it is the division between Lévis and Campbellton, when the engineer in charge and the fireman, the conductor and the brakeman, are from Rivière du Loup.

May I once more urge this matter upon my genial friend the Minister of Railways. I am not blaming him for the unfortunate conditions in Rivière du Loup, but the people there have suffered enough already and something should be done to give them redress. That is one of the oldest divisional points on the Canadian National railways. Rivière du Loup was the first terminal of the Grand Trunk railway before the building of the Intercolonial railway. I would ask the minister to see to it, if at all possible, that the people there be given justice, and that they be compensated for what they have suffered in the past. They have suffered more than the people on any other section of the railways. It must be remembered, moreover, that it is bad for the whole community to increase big shops at the expense of those located in the smaller centres. When these men quit their work they had to sell their property at a great loss; they were uprooted, and they do not feel at home in other centres. I know the minister's good disposition and I would ask him to be kind enough to see to it that the men at Rivière du Loup are disturbed as little as possible during the present crisis.

Mr. MANION: Of course, my hon. friend knows very well that the Minister of Railways has nothing whatever to do with the

matter. It is entirely in the hands of the management. However, I shall gladly see that his remarks are brought to their attention.

Resolution reported, read the second time and concurred in.

Mr. RHODES: With the unanimous consent of the house, Mr. Speaker, I beg leave to introduce Bill No. 71, founded on the resolution, respecting the Canadian National Railways, and to authorize the guarantee by His Majesty of securities to be issued under the Canadian National Railways Financing Act, 1932.

Motion agreed to and bill read the first time.

Mr. RHODES moved the second reading of the bill.

Motion agreed to, bill read the second time, considered in committee, reported, read the third time and passed.

ROYAL CANADIAN MOUNTED POLICE

PROVINCIAL FORCES TAKEN OVER; CONSOLIDATION WITH PREVENTIVE SERVICE

Hon. HUGH GUTHRIE (Minister of Justice) moved the second reading of Bill No. 63, to amend the Royal Canadian Mounted Police Act.

Hon. ERNEST LAPOINTE (Quebec East): Mr. Speaker, some of the clauses in this bill seem to be rather queer but I shall wait until the house is in committee to ask the minister for explanations thereof. Our approval of the second reading of the bill must not be taken to preclude us from attacking the principle of the bill, if we deem such action necessary.

Motion agreed to, bill read the second time, and the house went into committee thereon, Mr. Hanson (York-Sunbury) in the chair.

On section 1—Appointment of deputy commissioner.

Mr. LAPOINTE: What is the necessity of appointing a deputy commissioner? My understanding at the introduction of the bill was that because of the taking over by the government of the policing of the western provinces it might be thought to be useful to have a representative of the commissioner; namely a deputy commissioner, remain in the west to act as the commissioner is acting here in Ottawa. However, the minister stated that the intention is to have the deputy commissioner located in Ottawa. I do not see the necessity of creating a new position of this