

blotted out. So if I speak with greater feeling than I have shown in other matters it is because I feel for these people. As you all know I am a railroad man; I earn my living in that way. I have so much seniority that I do not think the government could possibly draft a bill that would put me out of business, unless they knock off my head, and I believe the provincial minister of lands and forests is going to do that very soon. So I am not appealing for myself; I am appealing on behalf of the men and women with whom I have been associated for more than thirty years. I see the great danger of these men and their families being thrown in the dirt and sacrificed in the interests of the financial institutions of this country and the money barons of New York.

What is it all for; what is the reason for all these economies? Last year the railways paid more than their operating expenses; I think they had a surplus of income over operating expenses of about \$5,000,000. We need the money to-day to pay the interest on the bonded indebtedness; we must sacrifice hundreds and thousands of people in this country so that those who invested their money may get the last pound of flesh. So I think we have a right to ask the minister and the government what is contemplated before this measure is passed. That is why I speak with so much feeling. I do not know how long I can speak or how often I can speak, but I am going to speak as long and as often as possible until I get sufficient information to make clear that the people whom I represent are protected.

I am satisfied, Mr. Chairman, that if this measure passes, no matter what assurances we may get from the government these people will not be protected. Once this bill becomes law the government will have no more responsibility. They are going to hand over that responsibility to a board of trustees, so far as the Canadian National railways are concerned, and that board will be headed by a man who, once he is appointed, cannot be dismissed though the whole House of Commons and the government want to dismiss him. He can only be removed from office by an address of both houses. I do not care who that man may be; I will not support such a proposal. We are going to put a dictator in charge of the whole investment of the Canadian people in our railways. No matter what assurances the government may give, once this measure is adopted they will have no more control over this man than I will have. He can snub any minister of the

crown or the whole government; they will have no come-back unless they can obtain an address of both houses of parliament.

It is easy to see what this means to the railway people in Canada. In the very beginning this bill prevails over all inconsistent provisions and acts which may have been passed previously. All the acts that have been introduced in and passed by this parliament are subordinate to this bill. The chairman of the board, who has the deciding vote in all these matters, is above all the acts that have been passed by the parliament of Canada, and when any matter goes to the tribunal that gentleman has the last word again.

As I was saying, Mr. Chairman, all I want is some consideration for the railroad men of this country, and I would bring forward the same arguments if we were considering those employed in some other line. A few minutes ago the minister said it was about time the industries of this country got together to see that men should not be employed when profits were being made and then discharged when there was no future for them. I admired the minister for that statement; I give him all credit for it, because it is not very often that we can agree. But what better time could there be for the introduction of that policy than the present, when the government of Canada is asking parliament to pass an act which will have the effect of depriving men of work? Why does not the government give a lead to employers throughout the country? We can do it here. I am not going to object very seriously to the economy that is being practised so long as we make some provision for the railway men and their dependents who are going to be thrown on the streets. If you can save \$75,000,000 a year surely you can afford a few millions a year to take care of these men, as the hon. member for North Winnipeg put it, for five years. Give them an opportunity to get on their feet. The railway men of this country have had no consideration from the beginning. When the commission was appointed they had no representation on it but there was a gentleman named Loree on the commission, a man on whose railway there are the worst working conditions in the United States. He was brought here to serve on the commission, and if you will read the evidence you will see that from the day he sat down on the commission until he got up he could think of nothing but to slash the wages of Canadian railway men and to pull down their working conditions. In other words, his whole purpose