

intendents, if necessary, who would have charge of the whole line in the province of Quebec. I am again referring to the section between Mont-Joli and Campbellton which comprises 105 miles, of which only twelve run into New Brunswick. Why should that whole section be operated by New Brunswickers, when only twelve miles of the line run into their province? Such a practice is unfair to the French-Canadian patrons of the road, a large number of whom do not speak English. They have to deal with superintendents, freight agents and yard masters who cannot understand them. Why persist in allowing such grievances to exist when by a mere stroke of the pen the whole situation could be remedied to everyone's satisfaction. My contention is borne out by the fact that Mr. Gutelius has transferred the train despatchers of the Lévis Rivière-du-Loup section to Lévis, and the Lévis train despatchers run the section from Lévis to Rivière-du-Loup, while the train despatchers of the Rivière-du-Loup section run the section from Rivière-du-Loup to Mont Joli, and the Mont Joli-Campbellton section is run by the New Brunswick office to Campbellton, that is to say backwards. Now the division from Rivière-du-Loup to Montreal is operated from Lévis, while that from Rivière-du-Loup to Mont Joli is operated from Rivière-du-Loup and from Mont Joli to Campbellton the line is controlled from the New Brunswick office at Campbellton. Can anything be more unfair? Why is it persisted in? Is it that I have the honour to represent the county of Rimouski-Matane, or in order to cause annoyance to the employees? I hope my words this year will be heard and the situation remedied. The train despatcher's office at Campbellton could just as easily be located at Mont-Joli. It would be to the benefit of the road, as those in charge would be familiar with the line and the people they would have to deal with, while the Campbellton men know nothing of the road, the slopes and the weather conditions along the line. I am quite aware that the latter men would not find the transfer to Mont-Joli congenial, but after all it is not of our making if they do not understand the two languages as we do, and if they are not satisfied they are always at liberty to remain in New Brunswick, to which province they rightly belong.

I would like to call attention to another grievance which constantly entails friction and animosities between the two races. Instead of fomenting troubles, every one of us should strive in his own sphere to eliminate any cause of disagreement. Thus when

French-Canadian applicants are called upon to pass examinations for brakemen or firemen, those examinations should be conducted in French as on the other western divisions. But it is not done. If a man from Rimouski or Matane applies for such a position, he passes his examination at Campbellton before examiners who do not understand French and who, when they are so-minded, put all kinds of difficulties in the way of the candidate and cause him to fall out with his representative in Parliament and renounce his own party. Such is the case. I asked Mr. Gutelius to have the applicants examined in French, either at Rivière-du-Loup or Lévis. I hope this small favour will be granted. Such grievances are easy of redress if you only set about doing it. All kinds of petty means are taken to bring about the failure of the candidates. After being examined at Campbellton on the "Standard Rules" which are printed only in English, when there should be copies in both languages, they are sent to Moncton to be examined on colours. If the members of this House knew how many colours the applicants are called upon to distinguish, some hundred of them, they would be surprised at the possible extent of human stupidity. The colours are placed before them and they are asked to explain the difference between the different shades. It seems to me that the colours in use on railways are not so complicated; why not stick to the three colours used, red, green and white? Why require them to distinguish between all the colours of the rainbow? If, perchance, the unfortunate applicant mentions the French name of a colour placed before him, he is refused and sent back home. I wish to apprise the House of those facts, so that the members may understand to what length these vexations go. I was a railwayman myself for some time and know all about it. An examination is also made of the eyesight. I always thought that normally a man sees with both eyes; but the candidate is asked to read with his left hand or his right hand over one eye. If he cannot read with one eye closed, he is not accepted. I know many people who cannot read with only one eye, and yet read quite well with both? Where is the man who does not constantly make use of both eyes? Those minutiae it seems to me, are ridiculous and merely a source of annoyance to the applicant. Why not examine him with both his eyes open and see whether he is short sighted or not.

For some years past I advocated the employment of French-Canadians on the dining cars, especially from Campbellton to Mont-