

a very impressive article on that subject some time ago and I would draw the attention of the management of the railways to it.

Something that is most extraordinary is the number of private cars used by superintendents and assistant superintendents all along the line of the Canadian National railways from ocean to ocean. I have no time to expose the whole situation, but may I point out what happens in the province of Quebec and the adjoining districts. For instance, in Quebec there is a man named Mr. Morazain who is general superintendent. Do we need him? Not at all. What is he doing? He is doing only the work of a repeating office. There are many superintendents; there is one named Mr. Atkinson, superintendent at Levis. He has two assistant superintendents. He is drawing quite a large salary. At Quebec there is another superintendent, Mr. Edgley, for the Saguenay division. He has also an assistant superintendent. Further, there is a man named Mr. Sunderland who is superintendent of transportation. These men are all in Quebec receiving fat salaries at the expense of the poor man who can do useful work while the work done by these men who are drawing large salaries is not so useful. Why do those men remain in their jobs while other men are set back? This is unfair.

To sum up, in Quebec city there is a general superintendent whose services we can easily dispense with. What is his salary? It may be \$5,000, \$6,000; I do not know; but even if he gets five dollars, it is too much. There is Mr. Edgley, superintendent of the Saguenay division, Mr. Sunderland, superintendent of transportation. If the local superintendent does his work, we do not need a superintendent of transportation, so we can dispense with his services. Mr. Atkinson at Levis has two assistant superintendents. That is too much. We can dispense with the services of at least one of them. Mr. Gibeault at Campbellton, has two assistant superintendents, one Mr. Dupont, a former conductor. I was pleased at the time with his appointment because I am always glad when a man receives promotion in the railway. He has since proved to be unable to write decent French or English, and his only occupation consists in dispensing with the services of his fellow employees on the railway. That man is absolutely useless there and he can be taken out with great saving to the railway. The same thing applies to another superintendent, I think Mr. Gordon, who was manager of the Gaspé railway and who was appointed assistant superintendent of the Canadian National railway at Campbell-

[Mr. Pouliot.]

ton. We can dispense with his services. The Gaspé railway is now under the management and control of the superintendent at Campbellton. Why then do we keep that man who was there and had a good job at the time? The Gaspé railway was operated by a private concern, but now we do not owe him so much a year simply because he had that job before. He was fortunate to have it. Let him find another job. The same thing applies to Levis. One of the assistant superintendents there is the former manager of the Montreal-Southern railway. We can dispense with his services at a saving to the railway. This is only one part of the subject.

The other part, which is very important, is the use or misuse of private cars. The other day when I was coming from Montreal I had a seat in the Pullman car in which there were many vacant seats and there was a good car that was empty. It was not used by Mr. Morazain, who had his private car at the back of the train. I learned he had come from Quebec on the north shore passing through Joliette, coming back from an inspection tour. On those cars they have the most delicate food, better than what is provided in any hotel on the continent, long cigars, *londrès* from Havana, fine liquor. I cannot describe it as it deserves to be, because I have never been in those cars except at times to shake hands with people, but I have seen those large and expensive cigars. I am glad the Minister of Railways (Mr. Manion) is listening to me as I am making those practical suggestions. Let those superintendents smoke Canadian tobacco. Let them sit with the commoners. Let them sit in the other cars that are used for general transportation. What is the use of giving a private car to the superintendent of a certain division? There is a private car, a fine car, just as good as any, for Mr. Morazain. Then, in order that there may be no jealousy, Mr. Atkinson who lives a mile away from Quebec, at Levis just across the river, has another special car just as good as that of Mr. Morazain. He had an old car but he changed it for a new special car. Then we find that Mr. Edgley has his own car, and I am not sure whether or not Mr. Sunderland has one. The fact is however that he has the privilege of using a private car. The superintendent at Campbellton has one. I know for a fact that Mr. Griffin at Edmundston, eighty miles from Rivière du Loup, has a private car. In fact, within a distance of two hundred miles, or less than that, there are five special cars. In connection with those cars there are expert cooks such as might be used in the Chateau Frontenac, the Chateau Laurier or the Royal