

icine— set a poor example during the few years they were in charge. During the liberal regime, we had to fight the same abuses; but the remissness of the late Government towards old officials is no excuse why we on this side should adopt a similar policy.

Mr. GAUVREAU (Translation): You would be quite at a loss to point to any specific cases.

Mr. BOULAY: I recall immediately a man by the name of Russell who was imported by the liberal party, and also one McGovern, both of whom were most objectionable men. There are many others whose names I do not recall, but if the hon. member for Temiscouata should insist, I might supply him with the list not later than to-morrow.

I have no fault to find with the general manager, Mr. Gutelius, as regards his courtesy, civility, manners and his general ability as manager of the Intercolonial. But even admitting his fitness for the position, of which I have no doubt, yet it must be said old officials of the Intercolonial could have been found fully competent to fill this post. But no complaints have as yet been heard. If Mr. Gutelius's appointment as head manager had been the only one of the kind, if instead of strangers being brought in to fill the vacancies, old employees had received promotion, or again had those strangers once appointed given satisfaction, I should keep silent and admit that the appointments were made in the public interest. But facts point to a different conclusion. Last year, it may be remembered, or perhaps is it two years ago, I voiced a complaint against Mr. Devonish who had been appointed superintendent at Campbellton notwithstanding my protests. At the time of the appointment, my adverse attitude was commended; Mr. Devonish had been imported from another country, Ireland, I believe; at any rate, he certainly had never been previously on the staff of that railway. As superintendent he was a dismal failure. All winter the trains were snow-bound on the Intercolonial between Mont-Joli and Campbellton due to Mr. Devonish being absolutely unacquainted with the road, on which he had never been employed, and with the climate of the country. No more incompetent person could have been secured for the position. Fortunately last winter his place has been taken by an old Intercolonial railwayman who had twenty-five to thirty years' experience and who is proof how much better service can be obtained by promoting employees than

[Mr. Boulay.]

by filling vacancies with outsiders. Notwithstanding that the past winter was very severe, trains were operated regularly on the Mont-Joli-Campbellton section. There have been delays of course, but no complaints were heard regarding the inefficiency of the management as in the previous year.

Another remark concerns the men on the Campbellton-Mont-Joli division as well as all the employees of the road.

It just comes to me that the hon. member for Temiscouata asked for names. He must recall Mr. Brady who was brought in by the late government and who did not prove to be one of the very clever men.

Mr. GAUVREAU: He did better at any rate than your Mr. Gutelius, of whom you complain.

M. BOULAY: Mr. McNeillie was another general superintendent selected from the staff of the Canadian Pacific. What practical acquaintance did he have with the Intercolonial, to warrant his being appointed general manager from Halifax to Montreal? He was a very nice man, very courteous and polite, but could not old employees be found just as civil and competent? Some twenty superior officials come from the Canadian Pacific and the Grand Trunk railways; they hold positions which could have been filled as effectively by Intercolonial railwaymen. What ambition can there be in a man who starts at the bottom rung, as an operator or switchman, if he knows that the authorities have no intention of promoting him as a reward for his good work?

I complained also on different occasions that for the last forty-five years that part of the line that crosses the counties of Rimouski and especially Matane is operated by men from New-Brunswick. I made many attempts to obtain redress, but to this day I have always been unable to persuade the Intercolonial management that this section should be handled by men from the province of Quebec. The late Government should have understood that it was unfair that matters pertaining to the province of Quebec be always controlled by people from other provinces. Are not the men on the Montreal-Mont-Joli section quite competent? Why is the Mont-Joli-Moncton section kept under the management of men who do not speak French and seem to make it a point not to understand the language? It would be easy to create a new division from Montreal to Campbellton, as I often advocated, and to appoint one or two super-