

men in Canada must be Conservatives and Tories, or else they cannot get justice? It looks very much like it, and although I tried to persuade myself to the contrary, I am almost convinced it is the case; in fact, I have almost come to the conclusion that, because we are Liberals, we cannot get justice. I hope the Minister, in his cooler moments, and after taking a sound sleep, will come up to the office in the morning convinced that he will not commit an injustice to Prince Edward Island, and that the first order he will give will be that the people of Prince County shall have that railway accommodation to which they are entitled.

Mr. McALISTER. Mr. Chairman, the hon. member who has just taken his seat has made the statement that the County of Queen's, P.E.I., was cut off from railway accommodation because it was represented by members in opposition to the Government. I must say that the changes in the train service and in the railway accommodation have affected my county as much, and perhaps more than any other constituency in the Maritime Provinces through which the Intercolonial Railway passes. Below Campbellton for a distance of 40 or 50 miles all the business of the district is transacted in Dalhousie and in Campbellton, and under the present arrangement a person doing business in these towns would have to leave his home in the evening, and lose that evening, and the next day, and the next night; whereas under the previous arrangement he could leave in the morning, transact his business and return at night. The present system is therefore a great inconvenience. Two freight trains between Moncton and Campbellton have been taken off, and instead of a freight train coming up in the morning and another in the evening, the only trains now coming up are two in the evening: an accommodation, called a mixed train, and a freight train which arrive in Campbellton within an hour or an hour and a half of each other. They arrive so late that any person coming or transacting business in this place has to remain over night, transact his business the next day, and as there is no evening train as heretofore, he has to remain the second night and can only get away the following morning. I am informed, I do not know how true it may be, that only a very small number of the special freights which have been put on would be required if the regular freight trains had been continued. These regular freight trains carried passengers while the special freights do not, and if the regular freights were continued and the others discontinued, they would not only serve the purpose of carrying the freight as well, but they would also afford accommodation to people doing business along the line. The fast express running between St. John and Chaudière, and Halifax and Chaudière affords no local accommodation at all. For a distance of 185 miles between Moncton and Campbellton, the fast express only stops in five or six places, and between Bathurst and Campbellton, a distance of 62 miles, it only stops at two places, which are within 4 or 5 miles of each other. I may say in this connection that the reduction of the train service is very unfair and, I think, unjust to the people of the northern counties of New Brunswick. Unlike the County of Prince, the representative of which has just spoken, we are supporters of the Government, and I regret very

much to have to criticise their action in connection with this service. At the same time, knowing the injurious manner in which it affects my constituents, I feel it my duty to get up in the House and disapprove of the arrangements made by the Government in this train service. Now as to the reduction of the number of employes. The town of Campbellton, has, I think, more railway men employed than any other place between Montreal and Quebec, except perhaps Rivière du Loup. I reside in Campbellton, and during the 10 or 11 years I have been there I never saw any man employed on the railway idle when he should be on duty. Every man seemed to me to have as much work as he could do. In fact the complaint was that they could not attend to all the work that fell to them, but had to labour sometimes during extra hours. I think, instead of making such a sweeping reduction at once, it would have been more advisable had the Government made the reduction gradually.

Mr. DAVIES (P.E.I.) Does the hon. gentleman refer to the proposed dismissal of 210 out of the 4,500 employes?

Mr. McALISTER. The 210 are not dismissed.

Mr. DAVIES (P.E.I.) I just wish to know if the hon. gentleman spoke of that as a sweeping reduction.

Mr. McALISTER. I think it is a sweeping reduction to be made at once. We know very well that railway men leave sometimes of their own accord, and a number are disabled, and a number die, and I think it would have been a better policy if no new employes were engaged to take the places of those who left the service. I think in this way, the reduction could be made and the economy accomplished without dismissing any men at the present time. Railway men as a rule live up to their income; in fact their income is not sufficient to support them and they have hard times to make both ends meet, so that when they are dismissed on short notice they have nothing to fall back upon. Most of them are men of large families, and perhaps are not capable of doing other work, and when they have to seek employment elsewhere, it entails great hardship on them and their families. I therefore believe it would be a great deal better if the dismissals had not been made as they are. The hon. member for North Wellington (Mr. McMullen) stated that hundreds of men were employed on the Intercolonial Railway who were not required. I do not think that is the case. So far as I know, I believe every man employed there was required, and I am informed now by railway men who seem to understand their business that the number of employes retained after the dismissals will not be sufficient for the work to be done on that road, and that in a very short time it will be found that other men will have to be employed in their places. I would suggest to the Minister that the two fast freight trains which formerly ran between Moncton and Campbellton, and the trains between Campbellton and Rivière du Loup, be placed on again, and that the special freights which take no passengers be discontinued or their number reduced so far as possible. I may give an instance of the inconvenience experienced under the present train arrangement, where a doctor was called on to go a distance of 20 miles from home. A special train was going out at the time he was