

Mr. BOULAY (Translation): Please speak French.

The Hon. Mr. LEMIEUX (Translation): Will the hon. gentleman allow me a question?

Mr. BOULAY (Translation): Certainly.

Hon. Mr. LEMIEUX (Translation): Apart from politics, is it not a fact that Mr. McWilliams was a first rate man, perfectly well posted and known as such to the shippers?

Mr. BOULAY (Translation): I cannot say anything as to his qualifications and his standing with the shippers; all I know is that Mr. McWilliams, apparently performed his work fairly well, though he ignored the regulations of the Department of Marine and Fisheries in reference to political partisanship. To my knowledge he even went so far as to start a riot against a Conservative candidate in 1904. As to his qualifications, the hon. member for Rouville has just stated that he was a first rate man and that he should never have been dismissed. To that, I may reply, that his successor is vastly superior to him, as he knows a great deal more about machinery. When that newly appointed man reached the lighthouse after Mr. McWilliams' departure, he found the signalling apparatus utterly out of order. I noticed the fact myself when I went to Father Point.

I have no hesitation in saying that as a telegraph operator he was perfectly qualified, but I do not see why he should receive \$500 for that work, while Mr. Banville, of Matane, who is quite as capable, is allowed only \$50 for the same work.

Hon. Mr. LEMIEUX (Translation): Is not the station at Father Point of greater importance than that at Matane?

Mr. BOULAY (Translation): The Father Point station receives and sends out more telegrams than the one at Matane, but most of these telegrams are sent out by travellers on board the vessels, and the agent is paid a commission on them, over and above the salary he gets from the Government. As regards the signalling of ships, the Father Point operator has no more to do than the one at Matane.

In justice to Mr. Banville who, by the way, is not a political friend of mine, I think the Department of Marine and Fisheries should grant him an increase such as to enable him to live comfortably; and that increase will be well merited, while

[Mr. Lemieux.]

Mr McWilliams gets \$500 which he does not earn, though it was granted to him by the previous Administration.

I happen to know something of the inner story of those representations made by the shipping federation in favour of Mr. McWilliams; and the hon. member for Rouville is also well posted in that regard. He knows that Mr. McWilliams speaks both languages perfectly, and is universally known, besides being an expert at self-advertising.

Hon. Mr. LEMIEUX: (Translation) Is he not an honest man?

Mr. BOULAY (Translation): He managed to ingratiate himself with the Shipping Federation and many of the shippers, and obtained from them letters of approval when dismissal was staring him in the face; he even succeeded in inducing our respected bishop of Rimouski to write on his behalf. That is some evidence of the wiliness of that gentleman, but not proof of any superiority of his over the man who has been appointed in his stead. I, for one, knowing both men personally, I may say, without prejudice, that the newly appointed man is greatly superior to his predecessor.

Mr. LOGGIE: I wish to ask the minister if he considers \$120 a fair salary for a man who travels 10,000 miles, as I see in one case in the Auditor General's Report?

Mr. HAZEN: He gets ten cents a mile for travelling.

Mr. LOGGIE: He gets \$1,008 for travelling expenses. Is \$120 a reasonable remuneration for a man who will give sufficient time to travel with a horse and wagon from Sydney to Vancouver and back again?

Mr. HAZEN: That includes ten cents a mile for the distance he travels, and in addition to that his living expenses while he is travelling, the baiting of his horse, etc. That method of payment was adopted many years ago, and has been continued. I do not say it is a desirable system, but it has long been in existence. I have no doubt that when that plan was first adopted the idea in mind was that the payment of the ten cents a mile would be an inducement to the man appointed to keep moving, and so to cover the greatest possible distance in his district, which would tend to make his inspection more useful.

Mr. LOGGIE: This seems an unreasonable proportion. In the same district