

Mr. W. F. MACLEAN. If he does not get it he should be in a position to remove them and then he will get it.

Mr. EMMERSON. Many men do not get it; but we are not in a position to remove them.

Mr. W. F. MACLEAN. I know.

Mr. EMMERSON. It is not always easy to locate want of sympathy. My hon. friend locates it perhaps too often, but there are those who find it difficult to locate want of sympathy, and I am bound to say that in my consultation with the employees of the Intercolonial Railway, the representatives of the different brotherhoods, I found the men eager and anxious to do their part to make the Intercolonial Railway a success; and I have this to say in respect of the employees of the Intercolonial Railway and the patrons along this line, that they are all as sincerely desirous that this Intercolonial Railway shall be a success financially as any man in this House. I can testify to the assistance which I am daily receiving from the employees and from those who are the patrons of the railway. I can also include in that members of parliament, one and all. I want to acknowledge the assistance which has been rendered by the deputy minister. They talk about railway experts and expert commissioners. I want no better expert commissioner than the deputy minister who is aiding me and who has been aiding me during the past six months in the remedies that are being applied to the road. These reforms which are being applied are:

First—The car service department is under process of reorganization to bring about a better service.

Second—Steps are under way to provide for the economical purchase and handling of coal, which will in the aggregate make large savings.

Third—The accounting system on the road is very old and has not kept pace with modern methods. An entirely new system is now being installed which is practically identical with that in use on the Grand Trunk and other Canadian and leading American railways.

Fourth—Passes are being restricted to the minimum.

Fifth—Passenger rates are being advanced.

Sixth—Authority is being taken for an increase in the freight rates.

Seventh—The block system which entails the employment of an excessive number of station agents and telegraph operators is to be modified so far as freight trains are concerned.

Eighth—The staff is being reorganized to bring about a closer supervision of all the details of operation.

Ninth—Shop equipment and arrangements are being improved.

Tenth—The passenger train service is

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being adjusted to meet the actual business requirements of the maritime provinces, of all the provinces and of the patrons of the railway.

I know that there have been very many suggestions made with respect to the Intercolonial Railway. I am in receipt of a great deal of advice as to how it should be run, but let me for a moment call your attention to the two principal remedies that are suggested; first, with respect to the railway, that it should be sold and disposed of to the great corporations in the country, or, as an alternative proposition, that it should be controlled by a commission. There is a very general impression abroad that the Intercolonial Railway is subjected and very much subjected to political influences. That is not the case. It is true that there is to a certain extent, in connection with the Intercolonial Railway, political influence, but there is to a similar extent with respect to every railway in Canada. I venture to say that the management of the Canadian Pacific Railway is just as much subject to the influence of members of parliament in the management of that railway as I am with respect to the management of the Intercolonial Railway.

Some hon. MEMBERS. Nonsense; no, no.

Mr. EMMERSON. My hon. friends may say 'no, no', but we all know, and every member of this House must recognize, that there is such influence, and that applications are being constantly made to the managers of these roads. The same is true with respect to the Grand Trunk Railway.

Mr. BRODER. Yes.

Mr. EMMERSON. Yes, my hon. friend (Mr. Broder) will assent to that, I suppose. That is where the shoe is not as comfortable for my hon. friend, but the statement is true nevertheless. And, there is another thing that I want to say, and it is that in so far as passes are concerned the Intercolonial Railway does not indulge in them to anything like the extent that they are indulged in by the other railways of the country.

Mr. HAGGART. The law prohibits the issue of passes.

Mr. EMMERSON. The law prohibits it, but there are ways and ways as my hon. friend (Mr. Haggart) knows. Political influence was very rife on the Intercolonial Railway—I grant it—some few years ago, and my hon. friends may have a lingering idea that the condition of things has not been remedied that existed when passes were doled out as bales of shingles and when men during elections, whether general or by-elections, were passed over the road in train loads. Those days have gone.

Mr. COCHRANE. Oh.