

via ports in this country. The Grand Trunk Railway now belongs to the country and is under the management of the Canadian National Railways. The branch from Montreal to Portland is a very paying line. Such result does not help the shipping of grain via Canadian ports. The trouble with the Canadian National Railways, as my hon. friend from Terrebonne (Mr. Prevost) has said, started with the purchase of the Canadian Northern at the enormous price of \$700,000,000. We now have to pay a big interest on that huge amount. Let us remember that it is not the present government that made that mistake; the responsibility must rest with the Unionist government and especially on the shoulders of Sir Thomas White who was the attorney of Mackenzie and Mann. I have a great respect for the officers of the Grand Trunk Railway as well as for the officers and the employees of the Intercolonial. The officers of the Grand Trunk were handicapped by the fact that their directors were living in England; and the Intercolonial had always shown a surplus before the amalgamation of the railways. But the only value of the whole Canadian Northern system was the tunnel at Montreal—a hole. Apart from that the equipment was not worth anything although it was figured at \$700,000,000. That was a piece of real crookedness. I cannot see how that railway could ever have been purchased at that tremendous price when it was worth nothing. It seems to me that the trouble with the Canadian National Railways is, first, that the property is over-estimated and secondly that it provides soft jobs. I was speaking a moment ago of the Canadian Northern. I understand that Mr. Hanna, while president of the Canadian National Railways, appointed as chief detective an ordinary detective who before had received a salary of approximately \$1,200 a year, and he gave him a salary of \$12,000 a year besides the use of a special car.

There are also heaps of officers in the dining and sleeping car department, of which Mr. Pratt is general manager. He is not a Canadian-born man, and he is rather an immigration agent. He has brought many of his friends from the Old Country here to give them jobs as inspectors in his department. It is funny to see nearly every conductor and porter followed by a guardian angel in the shape of an inspector on the Canadian National Railways. All these soft jobs could be done away with, and it would mean that much less money for the country to pay.

Another handicap of the Canadian National Railways has been the higher grades ordered by the people who wanted to destroy Laurier's

work. Sir Wilfrid Laurier planned the Transcontinental to be a connecting link between all provinces and to develop new parts of this country, but when the Tories replaced him in power they did not like the glory he had won as Prime Minister, and they wanted to destroy his work, as the Germans have destroyed the northern part of France. That is why they changed the plans of the Transcontinental railway and made the grades higher, so that the traffic would be much less. They used that trick to give themselves a chance to criticize the Laurier administration, and the country has to suffer in consequence.

No one can be surprised that the Canadian National Railways sometimes come to the government for help. The Canadian Pacific Railway, which is now a paying concern, has repeatedly come to the government for grants of lands and grants of millions of dollars. The Canadian Pacific has been very well administered, and it is now one of the most important companies in the world. Quite a number of people give credit to Sir Henry Thornton for the reorganization of the Canadian National Railways. He certainly deserves some, but he is being helped by very capable men from the Grand Trunk and from the Intercolonial. He is at present chairman and president of the Canadian National Railways. I believe the duties of those two positions are too much, and I would suggest that the position of chairman should be occupied by the hon. Minister of Railways, in order that he might survey the way the railway is administered by the board of directors. Moreover, there should be no mystery made of the details of the administration of the road when questions are asked by members of the House. Sometimes we are called on to vote subsidies, and it is only justice and fair play that we should know why we have to pay them.

Another thing I must insist upon is fair treatment for the employees of the Canadian National Railways. I ask that the system of promotions should be adopted all along the line, all the time. It encourages employees to work well and do their best in the interests of the railway. Then I also ask that the correspondence of the employees with the officials should be carried on in both languages, that the correspondence should be in French when the employee is French and writes in French. The officials of the Canadian National Railways should also have a little touch of kindness and they will be rewarded by the gratefulness of the employees. It is not impossible to make a railroad pay, even one which is in a bad position. I read