

Here it is:

### INTERCOLONIAL HAS HAD RECORD WINTER.

Montreal, Feb. 26.—'We are above the high-water mark in everything,' said Mr. E. Tiffin, of the Intercolonial Board of Control, which has been holding sessions here. 'The winter has been a record one for both passengers and freight business.'

High water mark?

Why sure. But how?

By starving the road through their cheese paring methods.

By neglecting the roadbed and making it unsafe for travel.

By neglecting necessary repairs to motive power, which is at present in a terribly crippled condition.

By utilizing all their power on Sundays to move freight by means of freight, passenger or any other kind of locomotives available.

By raising passenger rates.

By raising freight rates.

By dismissing hundreds of employees from the service, some of whom have had forty years' service to their credit.

Dismissing widows and robbing them of their monthly wage of \$15 or thereabouts and depriving them of their only means of livelihood.

Raised the price of meals to their porters.

Fired their employees for trifling offences.

Caused the removal of semaphores used at stations for the protection of valuable lives and property.

By the removal of telegraph agents at various points in an endeavour to save a penny by losing a pound and valuable lives besides.

How much longer will the people stand for these high-handed, frenzied finance members of the Railway Board?

On the morning of October 31, 1911, an employee of the Intercolonial railway, Mr. Frank Millanson, was killed and cremated in a rear-end collision at Sackville.

Read what the twelve good men and true said of this:

'We must strongly condemn the practice of operating trains between Dorchester and Sackville by the present signal system, which by reason of the numerous heavy grades and sharp curves between those two stations is extremely hazardous and wholly unnecessary.'

'We believe the former system, recently discarded, of written clearances, to be the only proper method of operating between the said points with safety to the public and employees.'

'We recommend, therefore, that the telegraph office at Evans' Siding be reopened at once and that day and night operators be again installed at that point.'

'We feel that the principle of closing Evans' station and other stations of minor importance for the saving of the wages of a few operators is not consistent with the public safety of life and property.'

Should these officials who play with human life, escape unpunished, while poor employees bear the brunt of shame for minor offences?

And the sooner the better.

If there was one contributing factor for the success of the Conservative party in the elec-

Mr. EMMERSON.

tion of September 21, 1911, more than any other, it was the managing board of the Intercolonial railway.

Yet the hon. the Minister of Railways for this Dominion tolerates a grievance to continue to exist and which is daily forcing scores of men to line up on the opposite side of the Tory fence.

The Intercolonial railway is the people's road and the days of 'Czardom' are long past and gone, even if the Czars still remain.

But the place for them is not at the head of the Intercolonial railway.

Why search the Canadian Pacific railway for capable men?

The Intercolonial railway is just as good a road.

The Intercolonial railway has produced a Pottinger.

And it has others and it still has Pottinger.

Besides there are such men as J. T. Hallisey, M. M. McLearn, J. R. Fisher, J. J. Daley and many others.

These men have had a long experience on the Intercolonial railway and who will stand for the highest standard of efficiency and high with the public and the employees.

The Minister of Railways may well take this question into his serious consideration.

Now, Mr. Speaker, these expressions do not in any sense emanate from me, nor are they in any sense naturally inspired by me, but it is a fair expression, as my hon. friend from Colchester can testify and confirm, of the opinion which is held in eastern Canada with respect to the present management of the Intercolonial. During the time that I had the honour and responsibility of directing the affairs of the Intercolonial, I succeeded, after a period, in making both ends meet and having a surplus, but it was not done by in any sense robbing or impoverishing either the roadbed or the rolling stock of that railway. They were maintained up to the standard, and it was found possible to do all that and operate the road with a surplus.

It is a question which has been much discussed in this parliament, whether the Intercolonial railway should be a revenue-producer for Canada or not. Those who favour the idea that the road should be run simply as a revenue-producer forget the conditions under which the railway was built; they forget the character of its location, and the cause that induced that location by the northern route. They forget that military and political, rather than commercial, exigencies prevailed in deciding the location of that railway. The result has been that while the railway has done immense good, while it has cemented the provinces together in a way that no other agency could have done, it has not been a revenue-producer. How could it be a revenue-producer when the object was to divert the traffic which then prevailed between the New England states and the