

Mr. EMMERSON. I am only giving the reason assigned. We might speculate on a whole lot of other reasons, but this is not a matter for speculation. I do not know who is more competent to determine as to the fitness of a man for the position of master car builder than the mechanical superintendent of the railway.

An hon. MEMBER. Who was he ?

Mr. EMMERSON. At that time it was Mr. Joughins, and he is still the mechanical superintendent.

Mr. INGRAM. And after seven years he discovered that this man is incompetent, though he is considered competent for the important position of inspector.

Mr. EMMERSON. When the mechanical superintendent came upon the road, he made a number of changes in the men employed on the Intercolonial and one of them was with respect to Mr. White. A man may be very competent in one department and not in another. Mr. White may be a very competent inspector of cars, but he might not have that executive ability which would qualify him to control a large number of men.

Mr. INGRAM. Is that the reason ?

Mr. EMMERSON. I think that is one of the reasons assigned.

Mr. INGRAM. And Mr. White was in charge over these men for ten years and only then it was discovered that he was incompetent.

Mr. EMMERSON. And during that period we got a new man, Mr. Joughins, as mechanical superintendent. He was the best judge of the requirements of the situation, and he made a number of other changes in the personnel of the mechanical department. Certainly he was the most competent to judge of the fitness of the men employed in his department, neither the general manager nor the Minister of Railways were in a position to exercise a proper judgment in the matter.

Mr. INGRAM. We will leave the hon. gentleman's explanation at that.

Mr. SPROULE. If they had not got that man they would never have found out that he was incompetent.

Mr. BELL. I will ask the hon. gentleman's attention to some facts in reference to the manner in which this staff have been conducting themselves in political campaigns.

Mr. EMMERSON. That is very interesting.

Mr. BELL. I observe my hon. friend is very much disposed to treat this matter as a joke.

Mr. EMMERSON. Not at all. My hon. friend must not think that because I am smiling I regard this as a mere matter of joke. It is only my good nature.

Mr. SAM. HUGHES. It does not mean anything.

Mr. BELL. I do not think I misunderstood the hon. member a few moments ago when he said he heard of this thing as a joke and that he did not think it necessary to make any further inquiries.

Mr. EMMERSON. No, I said that I had heard it from a number of members who were joking amongst themselves. I said that I had had no complaint made to me, that the matter had never been brought to my notice in any form and that therefore I know nothing of it.

Mr. BELL. Officially ?

Mr. EMMERSON. Officially or personally.

Mr. BELL. I am going to have the pleasure of bringing the matter to the hon. gentleman's notice very definitely. In the first place a gentleman who occupies the place of canvassing agent on the Intercolonial Railway with a salary of \$1,531, with allowances had actually charge, according to my information, of the campaign in the interest of the government in a very important district of Guysborough county called Larry's river and in other French districts, spoke at public meetings and took an active part in the elections. That is supported by declarations. My information is that at public meetings he addressed the electors in the interest of the government candidate. Not only that officer, whose name is Mr. Alphonse T. LeBlanc, but others as well, were active in the interest of the government candidate. Mr. Pushie, a conductor on the Intercolonial Railway, is another. I had his name given me as having taken an active part in this contest. I know Mr. Pushie to be a gentleman of very strong political leanings. He actively canvassed in Mulgrave and on the trains between Mulgrave and Truro. Mr. George W. Peeples, engine cleaner at Mulgrave, was an active canvasser and on election day drove his own team to carry voters to the poll. Mr. Harry A. Peeples, locomotive fireman, canvassed in Milford district in that county for the government candidate and, I am told that he was so far recreant to the Presbyterian ideas of the province of Nova Scotia generally that he occupied part of Sunday in that work. For the government, that may not be so bad because possibly it may be said that on Sunday he was not in the employ of the government. John McDonald, mate on the government ferry 'Scotia,' at Mulgrave canvassed in Melford district for the government candidate