

in his usual genial and happy mood, I shall take the liberty of offering him a few suggestions.

First, as to unemployment. Some moneys were voted by parliament last session for important public works in Temiscouata county, especially for repairs to the public wharf and the building of a new station on the Canadian National railway at Riviere du Loup, and a new post office at Trois Pistoles. On Sunday last when I left home to come here, very little money had been spent on the wharf and only four people had been working on it during the previous week. Work on the new post office at Trois Pistoles and on the new station at Riviere du Loup had not yet been started. If the government is serious in undertaking its program to relieve unemployment, I hope that these public works which I have mentioned, and which are of the utmost importance to that part of the country, will be proceeded with at the earliest opportunity. I am very much surprised indeed that so little work has been done on them to date.

One fact that I wish to stress is that the number of the unemployed has been increased by the present government discharging many men who were engaged on public works and replacing the working force with smaller gangs. I hope that in the future the government will see that a larger number of men is employed wherein it is possible to do so.

I have a further suggestion. When the unemployed are spoken of in this house, one generally thinks of day labourers; but there are many other unemployed. After the stock market crash not long ago, several stock brokers dismissed half of their staff, and these people are still out of work. Many bank clerks and people with commercial training are also out of employment. They are not suited to blasting rocks in northern Ontario around the shores of Lake Superior, but I should like to see work found for them also.

There is another class of unemployed, men who have been dismissed for one reason or another from the Canadian National Railways. The present Prime Minister, speaking at Brandon, in the constituency of the former Minister of Railways, said that there would be less political interference by his government with the Canadian National Railways than by the late government. I have not his exact words; I am speaking from memory, but that is the idea he expressed. To my knowledge, Mr. Chairman, the Liberal government never played politics with the Canadian National Railways. I would point out, however, that very often employees of the Canadian Na-

tional Railways have come to me and asked me to state their cases in English before the Canadian National Railways. I have prepared their cases with the utmost care, not as a politician, but as a lawyer, with a view to seeing justice done. There should be distinction made between a dishonest man and a man who has simply made a mistake. Sometimes an honest man may make a mistake in his accounts, and whenever such a case has come before me and the man has asked me to prepare his case, I have always done so with the utmost care in the interest of justice. When I went to the Canadian National Railways, I always got that famous answer, non possumus—we cannot do it. After the Prime Minister had delivered his speech at Brandon, the Canadian National Railways adopted an even more, shall I say, isolated position, and one could not bring these cases before them at all. Their position was: These people have been discharged; we cannot take them back. These people are now unemployed and are deserving of consideration. The Prime Minister says: Give Canada a chance. That is all right, but Canadians should be given a chance by the Canadian National Railways just as much as by any other corporation, and when these employees are in trouble, it is our duty, not only as members of this house but as good citizens, to come to their assistance and to ask the Canadian National Railways to show the same clemency that any private business man would. No man engaged in business would discharge a good servant who had been with him for twenty or thirty years simply because he made a mistake of two or three dollars in his accounts. Some of the men who report these discrepancies to the head office of the Canadian National Railways might be stool pigeons out of jail, and the accused is very often less of a thief than his accuser. Of course, I understand that accounts should be properly kept, but it is pretty hard for a man to be dismissed without a satisfactory investigation after he has been in the service of the railway for twenty or thirty years. I appeal to the Prime Minister in the name of humanity, and speaking to him as a human being and not as a politician, to try to improve the living conditions of these people. If a man makes a mistake in his accounts, and he is an honest man, he is punished sufficiently by being out of employment for a few months. When a man is well known to be a thief, it is an entirely different thing; but I am speaking of honest people.

My hon. friend the Prime Minister has spoken of the causes of unemployment. May