

*The Address—Mr. Hughes*

who said in addressing men: "In the sweat of thy face thou shalt eat bread." And work is not a penalty but idleness is. There are only two classes of men in the world; the working man—and nearly everybody is a working man,—and the parasite or the beggar.

And now Mr. Speaker, I will take up the third question to which I alluded in my opening remarks, namely transportation and the railway problem with which the best and most highly trained experts in the country are hardly able to cope, and which is pregnant with the possibilities of great success or colossal failure. The ordinary layman should, I suppose, hesitate before entering upon a discussion of this question, still we must discuss these things. I know Sir Henry Thornton has warned the politicians away from this subject, but an older man than Sir Henry, Euripides I think, has said "That is true liberty when free born men having the right to advise the public may speak free." Now I happen to have the right to advise the public, and whether I do it badly or otherwise I cannot shirk the duty.

Some few years ago a working arrangement was entered into between the railway executives of North America and the railway brotherhoods, which arrangement is known as the McAdoo award, and I venture to say that nothing like this arrangement was ever before known in the heavens above, on the earth below, or underneath the earth. I shall not attempt to describe this arrangement, but I have my own opinion of the sanity or the business ability of the railway executives who entered into it. Suffice it to say that it provides for promotion by seniority and by seniority only, and it pays a premium for loafing on the job, it holds out inducements to men to loaf. I shall try to give a few examples of how the thing works out in practice before I conclude. There is no business under the canopy of heaven that could be a success handicapped by such conditions. Railwaymen are not angels any more than the rest of us, and they would be more than men if they failed to take advantage of some of the inducements held out to them to get overtime and other rewards from the extraordinary schedules under which they work. But, to their credit be it said, many of them do not take full advantage of all their privileges, and hence conditions are not as bad as they might be. Sometimes there are strikes by the railway brotherhoods in the United States, and sometimes the newspapers convey the information that there is talk of strikes by some of the brotherhoods in Canada. But I have more faith in the common sense and common patriotism of the

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railway men of Canada than to think they would be guilty of any such folly or crime. And against whom would the railway men strike? Why, against their own government, against their own brothers and fellow-countrymen, who are carrying a railway burden that is well-nigh crushing them to the earth.

Since more than half the railways in the Dominion have become the property of the people, what need is there in Canada for railway brotherhoods except for benevolent purposes? If a portion of the people of Canada must organize themselves into a brotherhood to get justice from their own government, that is from the rest of the people, what kind of a country have we? And if the railway brotherhoods want more than justice for their own members, they are a menace to the rest of the community and should be disbanded.

When Sir Henry Thornton was in Charlottetown some weeks ago, I heard him speak and I heard him emphasize the necessity of willing co-operation in all branches of the service and among all the officials and employees. I heard him say there must be esprit de corps among all officials and men from the president down to the last office boy. I also heard him say that capable men should be selected for divisional superintendents and upon their shoulders should be placed large responsibility. With all of this I heartily agree, and I will go further and say that to these things should be added a desire and a willingness on the part of officials and employees to serve the public; otherwise there can be no proper efficiency. I do not think the Canadian National system has these things at the present time, and I do think the Canadian Pacific railway system has them, to a measurable degree, at all events.

Now, Mr. Speaker, let me give you my reasons for the belief which I hold. A little more than a year ago, travelling from Montreal to Prince Edward Island, we changed engines at Moncton. The engine attached to our train broke down before we got clear of the Moncton yard. The next engine we got, broke down as we entered the yard at Sackville, a few miles further on. A month or two before that, while travelling from Sackville to Tormentine, the train stopped a few miles out of Sackville—cause, a hot box. Upon examination it was found that there was no waste in the box to hold the oil, and no waste on the train. After some delay we got started again; but soon another box became warm for the same reason and another stop ensued. Finally, a third box showed signs of undue caloric pressure, and this necessitated further delay. By stopping at every