

Mr. COPP: That surely was not true during the time of my hon. friend's administration?

Mr. J. D. REID: It was not true of recent years for the reason that a general manager was placed in control of the railway, and its operation has been left entirely in the hands of that official and his staff, and during the last few years the road has been gradually getting away from political control.

My hon. friend states that the service given on the Intercolonial Railway and the condition of the whole road is not nearly as good as it was several years ago. If my hon. friend, when he says that, has reference to the last three or four years during which the great war was in progress, that can be explained by reason of the fact that the Intercolonial was taxed to its fullest capacity carrying troops to and from the scene of operations, and transporting the necessary war materials and equipment. Being a single track road there is no doubt that by reason of that congestion the travelling public would not enjoy as good a service as they did prior to the war on this railway. But previous to the outbreak of hostilities I believe the Intercolonial was as well operated as any other railway in the Dominion of Canada. At least that was the report which I received from the travelling public prior to the commencement of the war.

The hon. member states that if this Bill goes into effect the employees of the Intercolonial will not enjoy the same opportunity of advancement as they formerly had under separate control. I take issue at once with the hon. gentleman on that point. Already a number of the employees on the Intercolonial have received advancement by reason of its incorporation with the Canadian National Railway system which they would not have gained had the change not been made. The employees, as a whole, I think, have a better opportunity now with a system comprising ten or fifteen thousand miles of railway, than they would have if Government operation were simply limited to the Intercolonial and Prince Edward Island railways. Let me explain, in proof of that, a number of promotions that have occurred. The hon. member knows that Mr. Hayes was traffic manager of the Government system between Montreal and Sydney. To-day he is traffic manager of the whole Canadian National system clear out to the Pacific. That surely is a big advancement. Mr. Smart, who formerly

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was merely head of the car department of the Intercolonial, is now in charge of the car department for the whole Canadian National Railway system.

Mr. COPP: Where did he come from?

Mr. J. D. REID: I think he came originally from the Canadian Pacific railway, but he was for a number of years on the Intercolonial. There is also the case of Mr. Appleton, who was head of the engineering or mechanical department at Moncton, and who now superintends that work on the whole of the Eastern lines, I think, between Port Arthur and Sydney. Another case of promotion is that of Mr. Brady, formerly general manager of the Intercolonial, and afterwards of the Transcontinental, and who is now general manager of all Government lines from Port Arthur eastward.

Mr. COPP: He is one of the importations.

Mr. J. D. REID: He has been employed on the Government roads probably for the last fifteen years. I mention these cases to show that the staff on the Intercolonial will enjoy opportunities of promotion which would never be within their reach if the Government system were confined merely to that railway.

I take strong exception to another statement by the hon. gentleman to the effect that if the present Bill were passed the Government could issue bonds on the Intercolonial railway to the extent of \$75,000 per mile. The hon. gentleman must have known that statement was not correct, because he has read clause 26, which states that the bonding powers of the company shall not apply to the Canadian Government railways.

Mr. COPP: I overlooked that feature of the Bill, and made the statement inadvertently.

Mr. J. D. REID: That is what I say, the hon. gentleman evidently made a mistake. While the Intercolonial railway is transferred for operation purposes to the Canadian National Railway system, no power is given to the company, or to the Government, to issue bonds in connection with the Intercolonial, the Prince Edward Island, or the Transcontinental railway.

Mr. H. B. MORPHY: Why is there not any such power in the Bill?

Mr. J. D. REID: We felt that if we wished to do that, we should come and ask authority from Parliament. There are no bonds on the Intercolonial railway now. In