

"Whisper of death" which appeared on the front pages of the same journal. In the light of the conditions as revealed by this newspaper itself, I say unhesitatingly that we have nothing to fear. But these suggestions about approaching death, and all the rest of it, have not at all been well received in the country, and this fact having been realized the propaganda in this direction ceased.

But we had another type of propaganda; a gentleman named Grattan O'Leary came into the limelight and undertook to tell the people of Canada what should be done and what should not be done. It is not my intention to take issue with Mr. Grattan O'Leary inasmuch as one of his own friends and the organizer of the party to which he belongs, in the person of my hon. friend from Victoria City (Mr. Tolmie), answered him fully when he referred to the articles that were published in MacLean's magazine a few weeks ago. It is obvious that they are making an effort to hoodwink the people into the belief that something is radically wrong in the management, by this government, of the affairs of the country; but I have not the slightest doubt that the people of Canada can see through this scheme. And in any case, no situation that ever existed could be improved by such a method. I have no objection whatever to my hon. friends opposite taking what action they may consider proper in the interests of their own party and with a view to realizing their great hope of some day coming back into power, but I do say that it is certainly injurious to the best interests of the country that propaganda of this kind should be engaged in by responsible men.

I want to refer as briefly as possible to the railway situation, which is among the most important matters that are exercising the minds of the people, particularly in the Maritime provinces, at the present time. It is inevitable in the circumstances that I should refer to facts that are necessarily more or less local, and I trust that I shall be pardoned if occasionally I do not speak in general terms. The railway situation is to-day the product of an evolution in this country; year after year, so long as I can remember anything political, we have had discussions in regard to the building and operation of railways in Canada. And those of us who come from the Maritime provinces know how important a part the railway problem has played in our affairs down there; for the railway undertaking of the Dominion of Canada to the people of the Maritime provinces at the time

[Mr. Copp.]

of confederation was a considerable inducement to those people to enter the Dominion. Hon. gentlemen will remember—speaking for the moment of the railway situation in a general way—that about the year 1903 the Liberal government undertook the construction of the Transcontinental railway and the Grand Trunk Pacific to provide competition with the great Canadian Pacific Railway. That railway was about completed when my hon. friends came into office and I understand that they effected some alterations in connection with gradients, curves, and other matters of that kind; and, as every one knows, an agreement was made with the Grand Trunk Railway whereby that road was to be taken over and operated on a certain percentage basis. That was never done; I am not going to take up the time of the House discussing the question, but it is sufficient to state that nothing was done in that direction. Shortly after the Borden government came into power steps were taken for the operation of the Transcontinental railway by the government; and not very long after that the government of that day made arrangements for the taking over of the Canadian Northern and its subsidiaries. Whether or not that was a wise procedure is a question which I think we need not discuss to-day, although I recall that at the time there was opposition to it. However, the government took over these roads. Within a short time thereafter they passed an act providing for the amalgamation of the various railways in Canada—the Canadian Northern, the Grand Trunk, the Grand Trunk Pacific, the Transcontinental and the Intercolonial. Let me pause here for a moment to consider the Intercolonial Railway, and to point out the dissatisfaction and the unrest which the Maritime provinces have felt in this connection. The Intercolonial railway was built by the Dominion government at the time of confederation and was the fulfilment on the part of Canada of the pledge she owed to the Maritime provinces in the confederation pact. As I say, it was built and operated by the government under the control of the Minister of Railways. Now, I am not here to try to becloud any issue or to make any statement that cannot be borne out by the facts. But we all agree, I think, that for many years during the operation of that railway, under both governments, political influences were brought to bear upon the management to a greater or less extent. While, however, politics played its part in this matter, I do not see that it made very much difference whether either Liberals or Tories were appointed to work on the railway so long as they were reasonably fitted for their positions. But I