

railway to the extent of \$75,000 per mile. I am firmly of the belief that in carrying out the terms of Confederation we should own the Government railway. It should be operated by the Government through the department, and Minister of Railways and Canals. That was the intention of the Confederation pact and it should be carried out to the letter.

The Intercolonial railway is not in as good a position as it was years ago. The road-bed has been allowed to deteriorate, the cars are not kept in the same condition, our train service is not as prompt and regular as it was, and the more outside management there has been brought in the worse it has been for the Intercolonial railway. I do not know what other members, particularly from the Maritime Provinces can think of this matter, and it is possible that some may say that it is local. While it may be somewhat local, on the other hand, I claim that it is Dominion-wide. You cannot successfully build up the Dominion of Canada by tearing down one part and handing it over to some other part. The Intercolonial has always had its head offices at Moncton. We have magnificent shops and buildings to house and take care of the Intercolonial staff. We have upwards of 2,000 miles of railway including the Intercolonial proper and the branches that have been purchased, leased and otherwise acquired, and that is a sufficient system for a manager and his official staff to take care of. I have nothing to say against other systems of railways. What I ask is that the Government and the Minister of Railways should realize that the people of the Maritime Provinces have regarded the Intercolonial railway as one of the reasons of their coming into Confederation. The other provinces have had a quid pro quo for all we have had from the Intercolonial. They have their canals. There is no move being made to hand the canals over to any company. The Intercolonial was never intended to be a paying proposition. All that was expected was that it would pay its running expenses. I strongly believe that if the road were freed from political agitation and if the Minister of Railways would take hold of it and put practical, straightforward men who have had some experience on that railway, we would have a system by itself equal to any other system and which would be a great benefit to this country, particularly to the people of the Maritime Provinces. I would ask the minister to consider well the ques-

tion of the conditions under which we are to have our produce shipped from the Maritime Provinces and whether this road should be operated as a Government proposition. I move, seconded by Mr. Sinclair (Antigonish and Guysborough):

That Bill No. 70 be not now read a third time but that it be referred back to the Committee of the Whole to be amended by adding, after the word "railways" in the tenth line of the preamble thereof, the following words: "save and except that portion of the Canadian Government Railways known as the Intercolonial and Prince Edward Island Railway and the branch lines connected therewith, owned, leased or operated by the Government of Canada."

I make that motion seconded by my hon. friend from Guysborough (Mr. Sinclair).

Mr. BUTTS: Does my hon. friend know of any greater political machine than the Intercolonial was under his Government?

Mr. COPP: I do know of several greater political machines and I fear I see now, and will in the very near future, a much greater political machine than the Intercolonial ever was.

Mr. J. D. REID (Minister of Railways): Mr. Speaker, I do not wish to prolong the debate on this Bill but I feel that I should say a few words. I could not possibly accept the amendment. What the hon. member (Mr. Copp) asks us to do is to except the Intercolonial and Prince Edward Island railways from the provisions of the Bill in regard to the operation of the Canadian National railways.

Before answering the hon. gentleman's references to the amendment he has moved, let me refer to a few things he has said about the Intercolonial Railway. He states that as agreed on at Confederation the Intercolonial was originally constructed between the Lower Provinces and the City of Quebec, and there is no doubt about that. I also wish to say that so far as I can remember the road was well managed under the former manager, Mr. Pottinger. Mr. Pottinger was a very fine man and had the confidence of all the people in the provinces through which this road runs. But let me say to the hon. gentleman that during the period of Mr. Pottinger's management—during the operation of the road under a commission, and under a general manager, if my memory serves me right—there was always criticism in this House and in the press that political control and political patronage prevailed, and that therefore the railway was not a success. That has been the cry from the very day the Intercolonial Railway was first constructed and operated.