

ter by a committee of citizens of Lockport. I realize that nothing can be done at present, but I think it is not unreasonable that I should ask my hon. friend to give me an assurance that during the recess an officer of his department will visit that place and make a proper investigation so that at the next session the minister will at all events know the merits and utilities of the project. I hope he will be able to give me that assurance.

Mr. COPP: The Minister of Railways will, I am sure, be pleased to know that I have not any request to make of him so far as building railways is concerned. I have no doubt, however, that the request made by my hon. friend (Mr. Loggie) backed up by very cogent argument, will induce the minister to extend the railway that my hon. friend is interested in, so that it will form a sort of half-moon line from Bathurst around the shore to the town of Newcastle. Before I enter upon the few remarks which I intend to make this evening on the subject of railways, I would like to ask the minister what part of the Canadian National railways is included under the heading of "Canadian Government Railways," mentioned in the item now under consideration?

Mr. J. D. REID: "Canadian Government Railways" includes the Intercolonial and all its branches in the Lower provinces; the Transcontinental from Moncton to Winnipeg; the Hudson Bay Railway; the Quebec and Saguenay Railway. Of course, the Prince Edward Island Railway has always been regarded as part of the Intercolonial.

Mr. COPP: What I wish particularly to refer to is the Intercolonial railway, extending from Montreal to Halifax, St. John, and Sydney. In making his statement this afternoon the minister said that he had found it practically impossible to get rolling stock and proper equipment for the operation of the Canadian National Railways. He pointed out that when he asked Parliament for appropriations for betterments and equipment in connection with our great railway system, he always met with more or less criticism and opposition from members on this side, and that consequently he hesitated to ask for the vote necessary for that purpose. Well, the minister should not be over-modest in the matter of asking for money for the proper equipment of the railways which we now own and have to operate. Far better would it be for him to ask for sufficient money to equip this railway than to support a vote for \$20,000,000 by

way of loan to France or any other foreign country for the purchase of ships in Canada. The proper equipment and maintenance of our railway system is of greater importance and of greater advantage to the people generally than is the proposal that I have mentioned. During the past twenty years I have frequently travelled over the Intercolonial railway. I do not profess to be an expert in railway matters, but I do know that the equipment now used on the Intercolonial does not compare favourably with the equipment which was used prior to 1914 and 1915 before the Government embarked upon the larger enterprise of taking over the Canadian Northern Railway and operating it as part of the Government railway system. From Confederation up to 1911 and 1912 the Intercolonial was improved from year to year. The road was equipped with the very best of cars and engines, and a splendid train service was operated in competition with the Canadian Pacific, which has a line between the same terminal points, Montreal and St. John. Prior to 1911 and for some time thereafter a splendid train known as the Ocean Limited was run on the Intercolonial, but after this Government became influenced and taken in hand by the Mackenzie and Mann interests and the Canadian Northern was forced upon them, what happened? Not only was equipment withdrawn from the Intercolonial, which had been the pride of the people of the Maritime provinces and Quebec, but the name of the road was changed for no other reason than to make it correspond with that of the Canadian Northern. Would it not have been just as well to continue this road as a Canadian Government railway? But, as I say, the name was changed so that the "C.N.R." would be made permanent as part and parcel of the great system which Mackenzie and Mann take the credit for starting and carrying on in this country. But in travelling over this road in recent years, what do we find, particularly since the Government have taken over the Canadian Northern railway? We find that the best Pullman cars are taken from that service and put in the West. Travellers over this road now have to ride in practically obsolete, second-class Pullman cars with no electric lights. The other day I came up in a car in which there were kerosene or acetylene lamps, or whatever it might be, but we could not read in the train. There were no lights in the berths, and there were no reasonable facilities for comfortable travelling. That is the way in which that