

other government railways. Honourable gentlemen understand, as I do, that when it is connected with the Transcontinental, communication will be established with the province of Nova Scotia, that old province by the sea. The people of the Maritime Provinces are very much interested in having this Bill go into effect. The honourable gentleman who, the other day, named me as the member of Cape Breton—perhaps the junior member for Cape Breton did me a very high honour indeed. He knows that I have lived in Halifax for some time and am a citizen of Halifax. He knows the Halifax and Southwestern railway, which by this Bill will be made to serve the province of Nova Scotia, and the great respect which we have for that road in the East. He knows, as every honourable gentleman knows who has followed the situation, that road has a very great financial interest in Nova Scotia and that it will get relief, in being taken over with the Canadian Northern system, and will be conducted to the satisfaction of the people of that province. Anything which will benefit the Halifax and Southwestern will be a benefit to the people. While there has been some complaint of that road not being as good as it ought to be, or not giving as good accommodation as it ought to give, I can assure you, honourable gentlemen, that the people of the province who are very much interested in it, will be greatly interested and pleased to hear that this whole system has been taken over by the Government of Canada.

Some have said, with regard to the management of the road, that it should be kept free of politics. If ever there was a time when the Government was out of politics in this respect it is to-day, and I defy any man who has followed the career of the present Minister of Railways to deny that if ever a man has made a strong and honest minister, and has succeeded in taking that road out of political influence, the honourable Minister of Railways is that man. There is not a man, I do not care from what part of the province of Nova Scotia or New Brunswick he comes, or even a man from the province of Quebec, who can say otherwise. There may have been, there may be, and there always will be, some matters of personal desire. There are always cases of men who think they are more competent to run a railway than somebody else. I have no doubt there are hundreds of men in the various provinces of this country who think they are very

much better fitted for a seat in this Senate than many of the present members. So it is in all important matters, such as railway affairs. There are many men who claim to be more competent than the Minister of Railways; but I do say, without fear of contradiction, that the Minister of Railways has, by every possible means, in that honest, determined way of his, taken the Intercolonial and the other government railways out of the hands of politicians.

Hon. Mr. McSWEENEY: Has the Minister of Railways succeeded in taking it out of politics?

Hon. Mr. CROSBY: That has nothing to do with the point I am trying to make; but he is doing the best he can, and I would ask the honourable gentleman if he does not feel that is the case. I do not think the minister has succeeded as he would desire to succeed, but he has gone a long way, he has taken the proper means, and he is going to succeed. There are no two ways with the honourable Minister of Railways and Canals, and no man can swing him from what he considers to be fair, honest, and just. Where can we find better evidence of his desire to take this road out of politics than his appointment of Mr. Brady to supervise the western part of the Transcontinental road? Every honourable gentleman in this House knows Mr. Brady though I am not competent to judge a railway man, I believe and I know that Mr. Brady is a very good railway official. But if the honourable minister had intended to allow political leverage to be used, he would not have appointed Mr. Brady to manage the Transcontinental. If the honourable Minister of Railways had wanted to leave the Intercolonial railway in politics he would have appointed a man with a political record when Mr. Gutelius, the late manager of the road, got an appointment elsewhere. I believe Mr. Gutelius is an excellent railway man, and I sometimes think it was perhaps a pity that he did not remain. But, from my information as to Mr. Hayes, he is an excellent man, and my honourable friend from Moncton (Hon. Mr. McSweeney) cannot say that Mr. Hayes has any politics; at least, I never heard anybody say that he knew what Mr. Hayes' politics were or that he had left a political record anywhere. Therefore it is reasonable and fair for us to assume that the honourable the Minister of Railways has taken the government railways out of politics as far as he has been able; and from what any of us know at the