

the first schedule, together with the Canadian Government railways, shall be operated as a national railway system. My understanding is that, prior to the taking over of the Canadian Northern, the lines of railway known as the Canadian Government railways comprised the Intercolonial railway, running from Montreal to Halifax, Sydney, and St. John, and the branches connected therewith; the Grand Trunk Pacific, and the Transcontinental railway.

I do not propose to take up very much time in discussing this question, but I wish to register my protest against the amalgamation of the Intercolonial railway with the Canadian Northern system. The Intercolonial railway, as every hon. member knows, was built in the early years of Confederation. As a matter of fact, it was one of the terms of Confederation that the Lower Provinces, known as the Maritime Provinces, were to be connected by railway with the other provinces forming the Confederation. That promise was never properly implemented for many years. The railway extended from the cities of Halifax, Sydney and St. John to its western terminus at Levis, in the province of Quebec. A short time after the Hon. A. G. Blair became Minister of Railways in 1896, the Intercolonial was extended to the city of Montreal by the purchase of the Drummond County railway (so called). From that time down to 1908 the road was owned and operated by the Canadian Government as a government enterprise, presided over by the Minister of Railways and Canals, the Hon. H. R. Emmerson occupying that portfolio for some time. While I am not prepared to admit that during that time the road was always run and managed as it might have been, nevertheless, after its extension to Montreal we undoubtedly had a better train service, and the roadbed was improved; in fact, the roadbed of the Intercolonial is known to be one of the finest, if not the finest, on the continent of America. The Ocean Limiteds were put on, and the service generally was improved. In the year 1908 or 1909 a change was made in the management of the road. Up to that time a gentleman named David Pottinger had been manager for many years. He had grown up with the railway and had an intimate knowledge of it from one end to the other in all its workings. Associated with him were men who had entered the railway in their younger days, and knew all there was to know about its operation. In 1908 or 1909 Mr. Pottinger was not dismissed, but arrangements were made by which a

board of managers was appointed to manage the road, of which Mr. Pottinger became one. Since the appointment of that board down to the present day the Intercolonial has been bedamned and bedevilled by mismanagement and extravagance. Men have been brought in from outside at high salaries and forced upon us who did not know the conditions or understand the operation of this railway. The higher the salaries and the more officials we imported the worse the management became, so that to-day the Intercolonial is not as well operated as it was in 1907 and 1908 and the years previous thereto. Furthermore, since the Government have taken over the Canadian Northern, the Transcontinental, and the Grand Trunk Pacific, the Intercolonial has been robbed of its rolling stock, and we have not been given the train service that we had every reason to expect.

I register my protest against the Intercolonial being hooked up to the Canadian Northern Railway system and the supplanting of the Intercolonial railway employees who have spent half a lifetime on this road, know the operations and are just as capable of occupying prominent railway positions in this country and fulfilling the duties appertaining to them as any person brought in from the outside. The employees of the old Intercolonial railway throughout the Maritime Provinces are being supplanted by other employees who are not any more capable, but are, if anything, less capable, than the men who have occupied prominent positions on that road. I have no word to say against those who will manage the Canadian National Railway system or the Canadian Northern railway. I do not know what their success may be. I trust it will be of the very best. I have nothing to say against the Government for passing this measure and operating the Canadian Northern railway, as it has been forced upon them. But I do protest against the amalgamation of the Intercolonial railway with that system. It never was the intention at the time of Confederation that we should be linked up with that system. It never was the intention at the time of Confederation that we should be linked up with, and operated as, a company road. I protest as strongly as I can because of the fact, which the hon. member for Antigonish and Guysborough (Mr. Sinclair) referred to a few moments ago, that under this measure the Government, or the company, have the power of bonding, or mortgaging, the Canadian National

[Mr. Copp.]