

the door of this Government. Let me give another illustration.

Mr. HANSON: Is there anything in the comity of nations to prevent such a thing happening? Does the hon. gentleman know of any precedent against it?

Mr. MACDONALD (Pictou): I can find no precedent in history nor any international law whereby one country attempted to operate a railway in the territory of another country. I pointed out that in the case of the Suez canal and the Panama canal, concessions were obtained from the countries through which they ran.

Sir HENRY DRAYTON: Has my hon. friend forgotten that the United States has operated railways in Canada?

Mr. MACDONALD (Pictou): The United States Government?

Sir HENRY DRAYTON: Yes.

Mr. MACDONALD (Pictou): In war time, perhaps; but my hon. friends know very well that that is no answer to the contention I am making. Many things were done in war time, as my hon. friend knows, by agreement and consent. Will my hon. friend, who wrote a report on the railway question, tell me if he knows of any case in the history of the world where in peace time one country operated a road in the territory of another without having the consent of that other country? No, my hon. friend cannot do it; it is impossible for him to do it. I am only submitting these as reasons why we should give due thought to this matter. The problem is not one that can be solved overnight.

My hon. friend from Cumberland (Mr. Logan) has called the attention of the House to the situation with re-

gard to the railway that runs through the Maritime provinces, and he proved conclusively, I submit, that that was a railroad which was built, not under any legislation of this Parliament, but under legislation passed by the Imperial Parliament, providing for the construction of that railroad and providing also, as a matter of law, I submit, for its operation. Anyway, both political parties have for forty years proceeded to operate that railway in the light of what is claimed to be the intent of the British North America Act. From 1878 down to 1918 that railway was operated on the lines which, we say, the Imperial Act demanded. My right hon. friend's (Mr. Meighen) propensity for Orders in Council is very well

[Mr. Macdonald.]

known, and when Messrs. Mackenzie and Mann were given charge of the railways in the western part of Canada he passed an Order in Council on the 20th of November, 1918, providing in part as follows:

His Excellency the Governor General in Council is further pleased to order and declare that the persons from time to time comprising the Board of Directors of the Canadian Northern Railway Company, shall be and they are hereby appointed a Board of Management of the Canadian Government Railways and are hereby given the powers vested in the General Manager under the general regulations of the Canadian Government Railways adopted by Order in Council of the 22nd January, 1914.

That meant that Mr. Hanna and his co-directors of the Canadian Northern Railway were given the powers which are declared and set out in the general Railway Act of the Dominion Government, which are no more than the powers which were exercised by Mr. Gutelius when he was General Manager, and by Mr. Pottinger who was also General Manager for many years. But, notwithstanding that their powers were limited, these gentlemen, the directors of the Canadian Northern Railway, proceeded to treat the road as if it were part and parcel of the Canadian Northern Railway. They proceeded to remove all responsibility and authority for matters connected with the road from the Maritime provinces, where it had always been, to the city of Toronto; and the result of that change, for which the right hon. leader of the Opposition was responsible, was that a situation was created which became absolutely intolerable in a business way and every other way—a situation which those of us representing constituencies along the line of the Intercolonial railway have been sent here to tell this House and the Government must be remedied. My right hon. friend is well aware of the feeling that existed in regard to this matter. My opponent in the county of Pictou in the last election was one of the directors that my right hon. friend appointed for the Canadian National Railway, and realizing the feeling that existed in the constituency he issued a statement. Referring to the proposal that the management of the railway should be removed from Toronto back to the Maritime provinces, he said:

This proposal was some considerable time ago placed before the Minister of Railways and the Premier and approved. I have assurance of the Premier that just as soon as the necessary departmental changes are made, and this policy can be arranged, transfer of departmental work will be made from Montreal to Moncton; and the people of the Maritime