

year has proven a wonderful success, and I hope it will continue so.

But, Mr. Speaker, what is the best way to impress upon Sir Henry Thornton and his colleagues the desirability of giving more sympathetic consideration to the requirements of the Maritime provinces? Do hon. members from the Maritime provinces endorse the language used by the senior member for St. John (Mr. Baxter) in an address which he delivered in New Brunswick a few weeks ago, from the newspaper report of which I may be permitted to quote the following lines:

Dr. Baxter referred to the deportation of the Acadians nearly 200 years ago and drew a present-day parable. Developing his theme Dr. Baxter trained the darts of his satire on the head of the new president of the C.N.R., Sir Henry Thornton, whom he dubbed "that imported miracle of Mackenzie King, who was born in the United States, moved to Britain, was knighted for some pretended service, thrown out of a job in England and then brought here, Sir Henry Thornton, who is responsible for the second deportation of the Acadians."

Does my hon. friend expect to receive the sympathetic consideration and support of Sir Henry Thornton in respect to the requirements of the Maritimes by using such language? My hon. friend the Minister of Railways (Mr. Graham) referred to some other statements made in the province of Quebec by other hon. gentlemen who were members of the former Conservative government containing similar insinuations against Sir Henry Thornton. These attacks have been so frequent in the past few months that even the Ottawa Journal—a newspaper not friendly to this government—has at last felt it necessary to take editorial notice of them. In its issue of March 25th last the Ottawa Journal printed the following editorial:

The real enemies of the system owned by the people of Canada and those who are doing most to discredit it are the men who, pretending to be friends, are using every means at their disposal to bring its management into contempt. Sir Henry Thornton stands to-day as one of the most successful railway men in the world and every traveller on the Canadian National Railways, and every man, company or firm that has business with it, will freely admit that there has been a vast improvement in service. As one of the leading members of the Conservative party in the House remarked the other day, "there has been such a change for the better in the service that one would not recognize it as the same system." Wolves in sheep's clothing in this matter spend most of their spare time in spreading propaganda of all kinds and degrees against the National system. The president, one of the hardest working men on the Continent, has not only struggled with the solution of the grave problems that confront him but is compelled to endure the attacks of the most unfair and virulent kind of propaganda. It appears in the press in spots and the whisperers are just as busy endeavouring to undermine the Canadian National Railways through attacks on the president and the management, as they

[Mr. Copp.]

are in attempting to instil in the minds of Canadian people and the people of other nations as well, that Canada is on the verge of ruin. The greater the success of the system, the more virulent the attacks and the more insidious the innuendo against those in charge of it.

That is the statement of the Ottawa Journal, and it is an answer to what the hon. member for St. John and Albert said and to the assertions made in the province of Quebec, referred to by the hon. Minister of Railways (Mr. Graham) a few weeks ago. We find the Tory Ottawa Journal coming to the rescue of Sir Henry Thornton, saying not merely that he is a successful railway operator but that he is the most successful in the world. We were able to obtain his services and place him in charge of the Canadian National system, and I think we should be entitled to some credit for going outside and bringing in a man of that calibre and that strength and that reputation.

If there is some restlessness and, I must say, some degree of dissatisfaction in the Maritime provinces in regard to the Intercolonial Railway, the responsibility rests upon my hon. friends opposite. During the past two years I have received many complaints from citizens of my own province as well as of the other provinces in the Maritime group, on the ground that we have not used political influence in connection with the operation of that railway. I am not wedded to the idea that because a man is connected with political matters his opinion should not at any time be sought in regard to public ventures. But owing to the criticism levelled at the Liberal party in years gone by because of attempted political interference, I join freely and willingly with my colleagues, in spite of the fact that some small degree of dissatisfaction might exist in regard to unemployment in my own constituency and in other parts of the province, in saying to the people of the country: This railway is in the future a business railway and is to be operated in the interests of Canada as a whole, not of a few individuals, be their politics Liberal or Conservative, in the Maritime provinces or elsewhere. I may suffer because of taking that stand, nevertheless that is the stand I take, and I am prepared to assume the responsibility for it.

Mr. MARTELL: Will my hon. friend permit a question? Is he prepared to admit or to state as a fact that the Maritime provinces are not entitled to extra consideration on account of the Intercolonial Railway, and does he want to tie the Liberal party down to the government ownership of railways? If he does, many Liberals are against him.