

the future if we wished to remove the Intercolonial from under the operation of this system, it will be free from bonded indebtedness in any way, shape or form.

Now with respect to the operation of the Intercolonial, how could we operate that railway successfully, or extend to it the advantages that it should enjoy, without incorporating it in the whole railway system? If we left the road under the Minister of Railways, according to my hon. friend, we must keep up the same operating staff that we had in the past.

Mr. COPP: If we can operate the Intercolonial in that way why does the minister want to adopt the course that he mentioned in answer to my hon. friend just now? He said that he did not intend to bond the Intercolonial because he may want to take it out of the system.

Mr. REID: The Intercolonial Railway has no bonded indebtedness against it at all; it is free from encumbrances, and we have so left it, and if at any time in the future we wish to take it out of the system it is in exactly the same position as it was at the time of Confederation. By linking up the various roads we can operate them in the most economical manner. We have now the Transcontinental between Winnipeg and Moncton divided up in this way: the management at Winnipeg that operate part of the western lines control as far east as Cochrane; then we have the other part under the management at Montreal and that management has control of the Intercolonial. Now we have linked them together under the same management and the same staff in order to save operating expenses. When it comes to quoting freight rates, the tariff man in charge of the Canadian National Railway system must be able to figure out rates from the West clear through to the Atlantic ports. If you have this as part of one co-ordinated system, is it not fair to say that those who are operating the road to make it a success will want to route all the business they can by their own system? My idea, when the Intercolonial Railway was linked up with the Canadian National Railway system, was that it would throw so much more business down through the Lower Provinces that it would make the Intercolonial pay where it has not paid in the past. The whole trouble with the Intercolonial Railway was that it started at Sydney and ran to Montreal, but the other railways had no interest in giving it traffic, and consequently it was hard work to make it pay. Now that it is part of our national

system all the traffic from the West that can be sent over the Intercolonial to Halifax, St. John and Sydney will be so routed. I cannot for the life of me see why the hon. member can suggest that the Intercolonial should be kept out of the Canadian National Railway system.

Although our national system is under a company incorporated by this Bill, still it is all subject to the control of Parliament, and if the operation is not carried on successfully, hon. members can discuss the system just the same as they were accustomed to discuss the Intercolonial in the past.

The hon. member (Mr. Copp) has emphasized the idea that the employees of the Intercolonial are not in a position to receive the advancement now that they would have received had it not been incorporated in the national system. So far as my information goes, the employees of the Intercolonial are better satisfied that it is part of the Transcontinental, for the reason that a young man starting on the Intercolonial to-day has hundreds of opportunities of getting a position on our system of fifteen thousand miles as compared with the meagre opportunities open to him on the Intercolonial alone.

In my opinion one of the reasons why the hon. member objects to the change is this. We have heard him, so long as he has been a member of this Parliament, complaining day after day bitterly of the patronage in connection with the Intercolonial Railway. He knows well enough that when it goes into this system that ends any opportunity he has of dominating the patronage. The Board of Directors are going to operate this system independent of any members of Parliament or even of members of the Government. That is where the trouble is with the hon. member; there is no doubt about that.

Mr. COPP: Judge not,—

Mr. REID: No man in this House has fought as hard for political patronage on the Intercolonial railway as has the hon. member; there is no doubt about that. He can stand up here and abuse us on this side of the House about political patronage on the Intercolonial, but he knows that when his party were in power—

An hon. MEMBER: Cochrane was the bad spot.

Mr. REID: —He was the man right on the job so far as patronage was concerned.

Mr. POWER: The Government was absolutely innocent.