

easy to do that. They have had a good opportunity of going over this whole question since they came into power. Mr. Speaker, do you think if anything wrong had been found out we would not have heard about it? There was no political interference, and I challenge any evidence apart from a laugh or sneer.

Mr. CANNON: Sir Joseph Flavelle was no politician.

Sir HENRY DRAYTON: Well, I have my hon. friend's statement to that effect, and I think everybody will agree that Sir Joseph Flavelle was no politician. We are getting confirmation every minute. As I say, there was no politics, at least that I knew about, in connection with the railways, and if there is to be politics, we should stop and do a little bit of thinking. Can we afford to own a glorified Intercolonial of 22,000 miles, with passes everywhere and anywhere, with deficits always and eternal, very often hidden as, I admit, it is so easy to hide these things. You know, one way in which you hide your deficits instead of reporting them, as has been done by the dismissed directorate, is to add to the capital cost of your road. You just pass it to capital. I remember one time when the capital cost of the Intercolonial was \$24,000 a mile, and under the wonderful political management, in some way or another, it reaches something like \$70,000 or \$72,000 a mile. Who is right? Is Sir Henry Thornton right, or is he wrong? Nothing, whatever, has been said about the former management. I do not know of any charge the Acting Minister of Railways (Mr. Graham) now wants to make against the former president. If he wants to make any, he has not made it yet.

I am reminded how one of the gentlemen who was approached in connection with the presidency, reported his conversation. It is well known that eminent railroaders were offered that position, and the government, determined on getting rid of Mr. Hanna, went originally to the right place. They went looking for a gentleman who understood the transcontinental business; they went to Chicago. And this is how the conversation is reported to have gone. After the proposition had been made, this gentleman said: "I used to know Hanna; he was a pretty good railroader. He was competent. Is he incompetent now?" Well, there was no evidence of any incompetence adduced and the admission was made that so far as it was known he was competent. "Well," continued the gentleman, "he used to work pretty well.

Is he on the job now or is he beating the clock?" And again, so far as was known there was no charge of any lack of diligence. "Well, he used to be honest. Is he honest now, or has he been taking moneys of the system?" And again there was no charge; on the contrary there was absolutely no evidence of anything like that. "Well," said this gentleman again, "just let us see how the situation stands. Here you are, offering me a position from which you now discharge a man whom you describe to be competent, diligent and honest. What the dickens do you want to hire me for?" Now, Mr. Speaker, if there was any real reason for Mr. Hanna's dismissal we should have known it before now. If the reason there was none; it was just the result of hectic politics from one end of the business to the other. There was also the idea on the part of some gentlemen in the government that the man who knew something about this system, the man who had started to develop it and turn deficits towards profits was the man who was likely to make it go and who was likely to make it impossible for pre-election pledges in certain parts of the country to be fulfilled.

My hon. friend referred to another thing. But before I go on, I am just reminded of something that shows how right the Minister of Finance (Mr. Fielding) is and how wrong Sir Henry Thornton is. We had an election the other day down in Lanark and this document I hold in my hand was circulated in that constituency:

Vote for the Liberal candidate, and help to build up local industry.

A very praiseworthy sentiment.

The W. R. Automatic Train Pipe Connector is manufactured by the Smith's Falls Malleable Iron Company and the Frost and Wood Company. The Canadian Government—

Oh, yes, is the government that runs the railways.

—are testing out this device on a train between Montreal and Ottawa. It has given such satisfaction that they are about to place another order in Smith's Falls for the equipment of some passenger coaches for further experiment. If the W. R. Connector is the success which the railroad men claim it will be it means the building up of a great industry in the town of Smith's Falls. Vote for David Findlay, the candidate of Hon. W. L. Mackenzie King and "Jim" Murdock.

The Prime Minister was there, Mr. Speaker, the man who tells us that these railways are to be left entirely out of politics. Yes, he was there and spoke in Smith's Falls after the circular had been doing its work for three days around the streets and wherever it could work. But you did not hear a word of reproach from the right hon. the Prime Minister. Besides him there was, as