

the purpose of doing so. The minister is asking for a comparatively small number of millions for additional equipment—

Mr. BUREAU: Small number of millions!

Mr. MACLEAN (York): The railways in the United States have been so badly administered that they have nearly all been in the receiver's hands—not because the Government took them over, but because the Government was forced to administer them in order to get any kind of service during the war. Now that they are being returned to private ownership the attitude of the average investor in American railroads to-day is a prayer to God that the Government will take the roads over and administer them and let these people out of their investment. When hon. gentlemen say that private ownership has been a success in the United States and that we in Canada are going to run into something that will occasion great loss to us, they should remember that private ownership furnishes the most glaring example of mal-administration of great interests that has ever been witnessed in the world's history. Now, that is rather a broad thing to say, but when you go into the facts and when you see how privately-owned roads of the United States have been wrecked by those who control them—and who, quietly and in an underground way, are interested in them to the extent of selling supplies and making money out of them—you should not be surprised to find that private ownership has not attained the success claimed for it in the United States. But in this country we now have a chance to make a success of public ownership, largely because we are able to cut out unnecessary expense, eliminate duplications and make savings of one kind or another that will result in benefit to the people. Hereafter our national railways will not be run to make money for shareholders or anything of that kind; we are going to put the money into a better service and into the extension of lines; when settlers go into new parts of our country we are going to try to send the rails after them. I hope that some of these unnecessary rails will be used in the construction of colonizing lines in the West or wherever they may be needed. When it is stated that public opinion is not much in favour of nationally-owned railways, I want to repeat what I have said in the House before:—and I am speaking now to the Farmers' party in this House—that the Council of Agriculture in the United States,

an organization similar to the Canadian Council of Agriculture, have declared in favour of public ownership. The American Federation of Labour, which met in Montreal the other day, have declared in favour of public ownership. For the first time we have a Government in office which, no matter what their faults in other respects may have been, have done much in the way of giving public ownership a start. The assets of the Grand Trunk and its connection with the business towns of Quebec and Ontario are so valuable that opponents to public ownership are beginning to cry out; they do not want to see the lines in the West of the Transcontinental, the Canadian Northern and the Grand Trunk Pacific linked up with that splendid system, the Grand Trunk, which we have in the East. To-day the people of Canada have in their national railways the best transcontinental service in the country, or will have when the system is trimmed up, as it will be in a little while. We have the best strategical positions in all the cities of Canada now by reason of this combination. You go into Montreal and see what we get in the way of railway assets through the acquisition of the Grand Trunk.

Mr. BUREAU: And personal injury cases every day on account of people being killed at the crossings in Montreal.

Mr. MACLEAN (York): That is not the fault of public ownership; it is the fault of the hon. member for not improving the law.

Mr. BUREAU: But you are talking about the valuable lands that we are getting in level crossings.

Mr. MACLEAN (York): Well, they are valuable lands.

Mr. BUREAU: They kill a man a day on those crossings.

Mr. MACLEAN (York): They are very valuable, and we have similar assets all over the country. It is because we have these valuable assets in the East, these sidings in the East, this connection with industrial towns and cities in the East, that public ownership is looked upon with extreme disfavour by those who are inclined to oppose it on ordinary grounds. I regret that the party that claims to be the party of progress and democracy in this country—said to be the party on the opposite side—never looked upon it as a democratic policy that the people, not the private companies, should own the railroads of this