

Mr. COPP: It did not.

Some hon. MEMBERS: Order.

Mr. MACLEAN (York): But we are now having public ownership. We are getting improvements in the operation of the Government railways, and the pace is being made. The proof of that is that the Canadian Pacific are making the announcement that they are going to have this improved equipment; that they are going to try what we are doing now and get rid of all unnecessary duplications. It is because the national railways are now consolidating and giving improvements, and have to a large extent been freed from political interference that this opposition seems to grow and that this criticism is indulged in. For my part I hope there will be absolutely non-political administration of the national railways of this country. Some criticism has been made here to-day of the Board of Directors who are at present in control of the national railways, on the ground that with these directors who are practical railway men, are associated a number of business men. I believe that the entire administration and the directorate should be in the hands of absolutely practical railway men, and I believe that will come. The distinguished example of the Canadian Pacific Railway Company has been referred to, but I do not approve of the record of some of the directors of that company who are not railway experts. Within the Canadian Pacific Railway Company there have been a number of directors—if you ask me, and I am only giving you my information—who were not in the railway business for the advancement of the line so much as they were in the hope of making money in connection with speculations with respect to railways.

An hon. MEMBER: Name them.

Mr. MACLEAN (South York): I can name some; the Grand Trunk is a case in point. The struggles of the Grand Trunk for existence arose largely through the fact that the men on the directorate were more or less associated with stock speculations in the Old Country—and there have been instances of that here in Canada. I do not want to see any of these men connected with the administration of our national railways. I want to see our national railways administered by railway experts who are responsible to the Government and to Parliament, who are subject to the criticism of auditors as well as to the criticism of this House, of the press, and of the people

[Mr. Maclean.]

generally. I am confident that when the appeal is made to the people to support their national railways they will give them their business, and in a short time we will see great improvements. You go across the country and you see unnecessary duplications, unnecessary sidings and unnecessary stations—between Montreal and Toronto, for example, or between Ottawa and Toronto—you see these duplications that private ownership has imposed on the country, and you feel ashamed of the wastefulness and extravagance there exposed. But under public ownership we now see unnecessary men going out of the service; unnecessary stations are being closed; unnecessary ticket offices are being eliminated. You see the telegraphs of the country gradually coming into the national service; you see the telegraph and ticket offices in the same building, as is the case with the Canadian Pacific.

Mr. COPP: And you see increases of rates.

Mr. MACLEAN (S. York): They may increase the rates, just as the hon. member is increasing the rates for his services. He has to do it; the conditions compel him to do it. Does the hon. member say that the rates should not be increased if the requirements call for it? Even lawyers' fees are going up.

Some hon. MEMBERS: No.

Mr. CASGRAIN: They have been the same in our province for years.

Mr. COPP: I understood the hon. member (Mr. Maclean) to intimate that a saving should result from all these things, but instead of that the people have to pay more for the use of the facilities which he has mentioned.

Mr. MACLEAN (S. York): We have not had an opportunity to put all these things into effect; they are only beginning. I say that unnecessary duplication is being eliminated, as is unnecessary expense in connection with soliciting business—that is all coming to an end. The result will be benefit not only to the national railways but also to the Canadian Pacific. The Canadian Pacific will be a better road as a result of the consolidation that is now going on in connection with our railways; it will cause them to devote more attention to service than to the securing of business. I am confident that the people are determined to give public ownership a fair trial and that they are willing to vote the money for