

unsatisfactory they might be to whatever Administration in office, would still be retained in office. This feature was not a part of the recommendations of the royal commission whose report had been made the basis for the Bill; it was framed by the Government itself.

The Government declined to entertain any amendments which gave the House of Commons control over the budget of the Canadian National Railways. Their whole effort was to keep the control of the railways as far removed as possible from any authority of parliament, other than the voting of necessary monies for deficits and the like. This may be called government ownership, but it is not public ownership of railways nor public control. It is public ownership divorced from public control, and divorced even from the kind of control which would govern in the case of a privately owned road. It is government ownership, combined with irresponsible ^{arbitrary} individual control. Whether this move is going to improve the Canadian National Railways, or serve to still further prejudice ^{them} in the minds of the public, as they have been prejudiced since the present Government took office, remains to be seen. The present Administration contended that the late Liberal Administration had given to the President and Board of Directors of the C.N.R. too free a hand. The power