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The Right Way To Start.

Hon. Arthur Meighen, in his Lanark addresses, stated his desire to have Sir Henry Thornton quit making speeches in the old country, and get down to business in Canada.

Sir Henry is in Canada, and one of the first things he did was to make a speech in Montreal, and it is doubtful whether he asked the permission of the Hon. Arthur to say what he did.

It was well, though, that he should select Montreal as the place to make his speech, and it was well that he should make just the sort of speech that he did.

The text of the Thornton address was: "There shall be no political interference in the administration and working of the Canadian National Railways."

When a man speaks from that angle, the people of Canada are prepared to listen to what he has to say, and further than that they are prepared to stand behind him in the carrying out of his purpose, so long as his methods are fair and his efforts sincere.

Sir Joseph Flavelle, who was formerly connected with the management of the Grand Trunk, spoke plainly, and as he has seen much of public life in Canada, he has grounds to be regarded as a competent critic. His plea was that the road must be kept free from the ambitions of designing politicians, and the one great agency to secure and maintain this freedom was robust public opinion that would stand between the politicians and the management of the road, and keep high the big sign, "Hands Off." He stated bluntly that he had as yet seen no keen desire on the part of some politicians and ministers to carry out this policy.

There is a school of sound economics that can be applied to almost any branch of industry. The national lines in Canada must establish their position in this country as a commercial necessity, and further than that, as a commercial possibility.

The premier of the Dominion has given his word to Sir Henry Thornton that he can go ahead and apply business principles to the National system. The financial necessities of the situation made it imperative that such a promise be made and kept. Canada has a right to expect much of Sir Henry Thornton. He has a free hand, he has the promise of the government that the politician shall not stand at his elbow or look over his shoulder.

It may be that the words of Sir Henry Thornton had a rasping sound in some sections of political Montreal, where the policy most approved is that the National lines shall be sold to a private company, which would undoubtedly lay the pavement for a monopoly of transportation rights in Canada. The very certain statement that the premier of the Dominion has pledged his word that he wants the road to succeed, and that there must be no interference with the management, shows where he stands, and Canadians, Liberals or Conservatives, can quickly measure their own standing. They are either for or against.

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