

and a consolidation would put an end to that loss. As between Toronto and Montreal there is unnecessary duplication of service. The same remark applies to the local services, for example, out of Toronto, where two lines are competing for traffic that one line could handle just as well and with a great reduction in cost of operation.

My suggestion therefore is that an effort should be made to effect a combination along the lines I have stated in order to solve our transportation problems both on land and sea. And undoubtedly our ocean-borne traffic has been held back for many years and the attitude of the shipping companies is a menace to this country. Some people will ask, "Could Canada run a steamship service?" Well, I answer that the officials of the Canadian Pacific steamships, having made a great success of their business, would make an even greater success of such a consolidated steamship service as I am proposing. In a hundred other ways there could be effected great savings, to the advantage of Canada generally and to the building up of our commerce and industry. Unfortunately Canada is to-day affected by pernicious anaemia, in other words, over-railroading. But, by consolidating and developing our own steamship lines instead of attempting to make a deal with an outside shipping company we would benefit the whole country.

When I suggest consolidating the Canadian Pacific with the Canadian National, I am not proposing anything in the way of taking over a non-paying railway. The Canadian Pacific to-day is one of the most successful railways on the North American continent. It has been built up, it is true, after the granting of large bonuses by the government, but it is a success, and if it were incorporated with the Canadian National system to-morrow the consolidation would improve the whole railway and economic condition of the country. A good many million dollars would be needed to finance the consolidation, but in effect it would finance itself. Some people may be alarmed at the idea of our incurring further liabilities. But they are mistaken, the consolidation I propose would carry itself absolutely and would strengthen the railway situation. All we need is courage to go ahead. Unhappily, some people are trying to promote the idea that there should be a continuance of this unnecessary competition in railway and marine transportation. That is wrong. The consolidated railways and the consolidated shipping systems would be a success from the outset, and we would begin to save millions of dollars, and, furthermore, we would begin

to build up the country. But instead of taking this course it is proposed to embark on a deal with a shipping company in England over which we would have no effective control, and I fear if the contract is confirmed by parliament it will result in lawsuits and will delay the solution of the problem of ocean transportation.

I appeal to the House and to the government to see if it is not possible to put our own railways and our own steamship lines into one consolidation. To-day the Canadian National railway is one of the greatest public-owned transportation systems in the world, it is rapidly growing into a profitable business, and it has the absolute confidence of the people to-day. That is its great merit. The one flaw in the record of the Canadian Pacific is that it is not owned by the people of Canada. The control of it is not in Canada, it is in the investing public, who make their headquarters in London and New York, and any day that line may pass out of our hands. Now is the time to secure it. If I can read the signs of the times, and I do read some of the propaganda that I see in the papers, I imagine—although of course I have no authority from the Canadian Pacific to make the statement—I imagine that that company would be prepared to enter into a reasonable arrangement for consolidation with the Canadian National, especially if it imposed no real charges upon the people of this country. Such a consolidation would improve the railway service and, most important of all, the road would be absolutely the property of the Dominion. Can that consolidation be worked out? I say it can. I am quite sure that if the president of the Canadian National and the president of the Canadian Pacific sat down together they could conclude a satisfactory arrangement. Really it is very simple, for there are no financial propositions to be taken care of. Indeed, the consolidation takes care of itself, and for the first time it would take from the shoulders of the people the burden of operating lines that do not at present pay.

Some critics would of course raise objections to my proposal. I cannot help that. Let us find out if it can be effected. When it is objected by my critics that such a consolidation cannot be effected successfully, I say that what the Canadian National and the Canadian Pacific have done as two single lines can be done even more effectively when they are combined in one great system. And the same remark applies to the steamship services, especially if supplemented by the Canadian Government Merchant Marine. "Oh,"