

Intercolonial Railway has been very greatly discredited, are we to hand over our government railways to private corporations?

Speaking for myself, I believe that state ownership is no more to be condemned for errors of administration than is the general principle of self-government. The remedy is to amend the methods.

Gross maladministration is rife to-day in many public departments in Canada. Outrageous election scandals have been disclosed during the past ten years, but **we do not, therefore, propose to repeal our Constitution, or to abandon altogether our system of responsible government.** The Intercolonial Railway has suffered from lack of business management, from lack of discipline, from partisan use and partisan interference. The remedy seems an obvious one. Let us place our government-owned railways under an independent commission and select for that purpose the best available person or persons with the requisite knowledge and experience. The commission should be accorded a status similar to that of the Railway Commission of Canada. It would demonstrate to our satisfaction in a very few years whether or not operation of State railways in Canada can be carried on honestly, efficiently, with proper discipline and by business methods. **Personally, I do not doubt the issue.** A Canadian has made state ownership and operation successful in Australia. The Ontario Government Railway Commission has a successful record of good business management and business results. I do not overlook the necessity of safeguarding the interests of the whole country by proper provision for the continuance of any existing rates which may be essential for the development and progress of commerce between the maritime provinces and other portions of Canada.

We stand, therefore, for the operation and management of our government railways by an independent commission free from partisan control or interference.

EXTENSION OF INTERCOLONIAL TO THE WHEAT FIELDS.

In 1903, and again in 1904, we advocated the extension of the Intercolonial Railway to the shores of the Georgian Bay. We believed that policy sound, and that the Government of Canada should have acquired and developed the Canada Atlantic Railway as part of the Intercolonial instead of permitting it to pass into the hands of one of the great railway corporations. That oppor-