

true. If it is true I think the people of Canada have reason to be grateful that out of the railway chaos that has existed in this country for twenty or thirty years, we at last have a reasonably efficient and honest administration in our nationally owned system. I believe we have reason to thank God. Look at what has been going on in connection with privately owned railroads. They have been one of the greatest debauching influences in this country for the last thirty or forty years. No one ever hears any talk about crooked work in connection with the railroads now, and I believe that is one result of public ownership.

Let me say in conclusion that I believe it is the solemn duty of the people of the country, and especially of the members of this House, who are supposed correctly to represent the feeling of the country, to stand loyally by the publicly owned system; for that is the only solution of an enormous difficulty. You will not get all that you may expect; the work may not be perfectly done. But if it is reasonably done, and if we have an honest and reasonably efficient administration, we shall have reason to be thankful. If we secure an honest administration we have reason, I reiterate, to be deeply thankful; and I believe that we have that administration at the present time. Members may talk about changing the system, but let me tell hon. gentlemen opposite—and as an old Liberal I sometimes feel rather sad to see many of my friends opposing this democratic principle of public ownership—that this system is the only one that will work in Canada today. There is no other solution for our railway problem, and if my hon. friends were in office to-morrow and undertook to hand over the administration of these now publicly owned railroads to private ownership they would meet with a storm of indignation and opposition throughout the country such as they could not withstand. You may just as well make up your mind that public ownership in Canada has come to stay. Let us realize that fact and aim at securing the best, the most honest, and the most efficient administration in connection with that system. That, and only that, is the policy that is sure of success in this Dominion.

Mr. TURGEON: It being practically six o'clock, Mr. Chairman, I would ask that the committee rise.

At six o'clock the committee took recess.

[Mr. Richardson.]

### After Recess.

The House resumed at eight o'clock.

### PRIVATE BILLS.

#### CONSIDERED IN COMMITTEE—THIRD READINGS.

Bill No. 180, respecting Dominion Trust Company.—Mr. McQuarrie.

Bill No. 192 (from the Senate), to incorporate Reliance Insurance Company of Canada.—Mr. Casgrain.

Bill No. 51, respecting The Dominion Fire Insurance Company.—Mr. Mowat.

Bill No. 169 (from the Senate), for the relief of George Emerson Fox.—Mr. Ross.

Bill No. 185 (from the Senate), for the relief of Graziano Bertini.—Mr. Pedlow.

Bill No. 186 (from the Senate) for the relief of William Henry Caswell.—Mr. Duff.

Bill No. 187 (from the Senate), for the relief of John Covert.—Mr. Porter.

Bill No. 188 (from the Senate), for the relief of Mary Ireland.—Mr. Nesbitt.

Bill No. 189 (from the Senate), for the relief of John Daniel Mills.—Mr. Ross.

Bill No. 190 (from the Senate), for the relief of Joseph Aimee Wilfrid David.—Mr. MacNutt.

Bill No. 191 (from the Senate), for the relief of Richard Simpson.—Mr. Mowat.

Bill No. 193 (from the Senate), for the relief of Nora Dowle.—Mr. Douglas (Strathcona).

### SUPPLY.

The House resumed in Committee of Supply, Mr. Boivin in the Chair.

The CHAIRMAN: When the committee rose at six o'clock we were considering item No. 114 of the Railway Estimates—Canadian Government Railways—\$6,321,194.—and Mr. Turgeon had the floor.

Mr. TURGEON: I intend that the few remarks I deem it my duty to make this evening shall be more suggestive than critical. From a sense of duty I desire to draw the attention of the Minister of Railways to a question that is of vital interest not only to myself and the people whom I represent in this House but as well, I believe, to the whole population of Canada. A short time ago, when the minister presented his annual statement with respect to the Government system of railways, the astounding revelation was made to us that the deficit on those railways amounted to \$47,000,000. In the same period of time the Canadian Pacific Railway Company were able to show a surplus of \$32,000,000.