

were assembled in the city of Ottawa some years ago in convention, the manufacturers know what is going to happen to them; therefore to-day factories all over the country are in what condition? The watchman in possession, waiting to see what the Government is going to do. Has this Government announced at the earliest opportunity what it is going to do? It is true that they say tariff changes will be brought down; but is it stated in an authoritative way what the tendency of the changes will be, whether up or down? Comfort is given to some gentlemen engaged in manufacturing in this country by the statement of the actual leader of the Government, the Minister of Justice, that the tariff will be the tariff which existed under the Laurier Government. If it were decisively announced in the House that the tariff of the Laurier Government was to be the tariff, the manufacturers would go ahead. But would it be believed, after that great conference of Liberals held in the city of Ottawa at which they named the very articles on which the tariff would be reduced? If it is going to be the Laurier tariff, well and good; let it be known to the people and then the manufacturers will have some hope and will know where they stand. However, the House will have to wait a few weeks longer, and then we will see what changes are proposed in the tariff. But mark my words, there will be no change in the tariff on automobiles, or in the tariff on agricultural implements.

I do not intend to go further into the tariff question, but I want to deal with the railway question. The position of the amalgamation of the Canadian Northern and the Grand Trunk railways is simply this. Under legislation enacted prior to the outgoing of the last Government that amalgamation would have been perfected and the roads would have been under one Board and one management, had the late Government been sustained in power. True, there has been an appeal against the award of the arbitrators sitting on the Grand Trunk arbitration; but that did not, does not, and would not prevent the carrying out of the terms of amalgamation. But what do we hear and see about this question? One might have read yesterday in the press of this city what took place in the House of Commons on that question. It was stated by the Premier that it was the intention of the Government to have a Board of Directors who would manage the entire system in a manner that would effect economies and further efficiency very

Hon. Mr. BENNETT.

much in regard to what was in view. Why, honourable gentlemen, that is no assurance that there is going to be a consolidation of the whole system. There is to be a board of directors to control the different lines—that is, if they are taken over by the Government; but there is no guarantee as yet that this Government is not going back on the arrangement to take in the Grand Trunk railway.

Hon. Mr. CASGRAIN: I hope they do.

Hon. Mr. BENNETT: Do what?

Hon. Mr. CASGRAIN: Go back on it.

Hon. Mr. BENNETT: I hope the Grand Trunk is taken in too; but what assurance have we that it is to be taken in? We certainly have not anything in the utterances of the present Premier or the Minister of Justice to lead us to believe that this is going to be done. There was a meeting held in the city of Montreal at which the present Speaker of the House of Commons was present, and if any railway policy was discussed that night it was not along the line of the amalgamation of the Grand Trunk railway and the Canadian National railway, but was of a different nature entirely, namely, dual control or interlocking with the Canadian Pacific railway. Neither the Premier nor the Minister of Justice announced that he was opposed to that. There is no use disguising the fact that from one end of Canada to the other there is a campaign of propaganda on foot to prevent any combination of the Grand Trunk railway system with the Government railways. It is to be found in the public press, irrespective of politics; it is to be found in magazines; it is to be found in publications of different kinds and conditions. Let me quote some of these. Here is a publication of the Royal Securities Company under date of May 6, 1921, prior to the election. This article, even at that time, was strongly against any combination of the Grand Trunk railway with the Government railways. Saturday Night, a well known publication in the city of Toronto, comes out along the same line. Search where you will in the Montreal press and you will find an unanimity of opinion that there must not be any combination of the two railway lines. It is true the word "coordination" is used; but what does that word mean? As I said a moment ago, when the Premier was asked for an explanation, he did not say that there was to be a central control, but that there was