

Let me also refer to the classes of articles which are required in great quantities as supplies and equipment for the National Railways:-

Iron and steel (locomotives, rails, cars, castings, couplers, bolts, bars, etc.).
Cement.
Oil; coal oil, white lead oil, boiled linseed oil.
Gasoline.
Lumber and timber, for car decking and roofing and for construction (fencing).
Paints.
Cotton and wool waste.
Uniforms for conductors and employees.
Coal.
Food of all kinds.
Ties.
Pullman and sleepers materials.
Electric materials.
Fuses.
Wheels.
Hose.
Air-brake materials.
Tie plates.
Hotel supplies.
Insurance.
Advertising.
Printing.

The above statements speak for themselves.

It is the reason why, at the time the Government policy was enunciated in 1918, and the law of incorporation was discussed in 1919, various suggestions were offered to eliminate this possibility of patronage. In 1918, Sir Wilfrid Laurier suggested that the National Railways should be operated under a commission similar to that which has administered the city of Washington D.C., and during the discussions of sec.1 of the act of Incorporation in 1919, certain of our members suggested that appointments of directors might be made proportionately by both parties in the House.

Nothing of the kind was done and the principle of patronage although denounced in words by the Government, was kept alive in fact and in the legislation.

*House of 1918.
page 2015.*

*House of 1919
page 1624*