

gress. I want to give the Government credit for what they have done, and I hope it is true that they are about to acquire the Grand Trunk, because with the acquisition of the Grand Trunk we shall be able to link up a national system that will be owned by the people for the people. I hope this policy will have the support of the farmers of the Canadian West, as I believe it will. The United States Government have tried an experiment and they have made some headway or, as some people say, some mistakes, because while they took over the railways during the war, it is now proposed that they return them. To those people who read what is now being sent out to the Canadian people and to the people of the United States in regard to the railways, namely, that President Wilson made a great mistake and that enormous sums of money were lost by taking over the railroads, let me say that that is not quite true and does not quite represent public opinion in the United States, because the dominant vote in that country to-day is the farmers' vote; it was the farmers of the United States who made Wilson President, and a great deal of splendid legislation has been passed in the United States since Wilson came into office. The farmers have now a Council of Agriculture similar to that which we have in the West, and the Council of Agriculture in the United States not long ago passed, on behalf of all the farmers of the United States whom they represent, a motion that they were in favour of the nationalization of the railways of that country. You do not hear much about that. There is too much news in the newspapers these days that conceal the facts.

Some hon. MEMBERS: Hear, hear.

Mr. W. F. MACLEAN: But there are a few papers in this country that do sometimes bring out some facts. Another thing that has come out in the United States is that organized labour there is in favour of the nationalization of railways; so we are making no mistake in this country when we nationalize our railways. The Government is to-day the largest owners of railways in this country, having a greater mileage than the Canadian Pacific, and when we get the Grand Trunk we shall probably have three miles to their two. Now that we are committed to this proposition we must deal with it. Here we have these national railways, but unfortunately we are not boasting of them; we are not telling the people "Travel on your own lines; give them your business; they

[Mr. W. F. Maclean.]

are yours; help them out." We have made no great public announcement yet of the public ownership of our great system of railways, and the sooner we begin to boost that idea the better for everybody.

We shall have to link up the various branches of our railway system, and strike out a lot of unnecessary trackage. We shall have to dismiss a lot of unnecessary officials, ticket officers, and a lot of freight solicitors and that kind of thing. We must unify the system. It is a great national proposition, and we should be proud of it and urge the people to use their own railways. Then we will give relief to all Canada, and especially the farmers of the West, once the system has been made a great success.

There is another thing, and that is, if we wish to hold our own in the markets of the world we must have national shipping, because every dollar we now get for the farmers of Canada in the way of reduced freight rates by reason of federal action is taken away immediately by shipping interests on the Atlantic. I hope that we will come to some kind of an arrangement whereby we will not only control freights on the Atlantic but have a system of national shipping of our own. It is the only way to build up this country. It may be radical. It may be worse than radical; it may be Bolshevik, but there are a great many people in this country who think that the only way to deal with the transportation business of this country is by nationalization both on land and sea.

We have another thing in connection with the railways in this country, and we seem to be ashamed of it; and that is, the great telegraph system in connection with the railways we own and those we have taken over. We have never linked them up into a national system of telegraphs. They are still carrying on under the name of the Great Northwestern Telegraph company. Let us say immediately: "We are in the national railway and telegraph business; we propose to unify the system and put it in the hands of capable men who will never be interfered with by politicians on one side or the other; the system will be run absolutely for the service of the public." When the people of Canada know that we have these national railways and telegraphs they will use them, and when that is done, whether we get the Grand Trunk or not, we will be the leaders of the world in the nationalization of railways. All I hope and pray for is that we will as we can make