

Canadian conditions which I gleaned from my association with transportation problems of this dominion over a period of nine years. I found that there is not a single problem in monetary economy that takes you out of the realm of simple arithmetic. You can use bookkeepers in a banking system, but you cannot use mathematicians. You can use nothing but plain reason and simple logic in practical economics. You cannot get into the realm of abstract thinking, because it does not apply to the practical problems of what we commonly call economy, which is merely the business of making a living, producing and creating the wealth, the goods and services and comforts that men need to live on. There is nothing abstract about getting people enough sugar, tea, clothes, bedding, housing and fuel. That is the problem that you have to deal with; it is a plain problem and a simple problem that every man in public life is quite competent to deal with. It is true that quite a number of problems have to be put together and correlated into a system as a whole. But if you take the four point plan that I have suggested and liken it to the four wheels of an automobile, you can see the four administrative facilities upon which we can build the structure necessary to carry the social system, as long as those four wheels are working, your automobile will go along. But they must all work together.

There are other questions that you have asked me, and I should like to deal with them now. They say first of all, where would you get the men to run this system; who can you trust with it; we cannot get politicians in Canada, who are honest enough to be entrusted with that responsibility. As a politician, I resent that, and knowing public men in Canada as I do, I think that the high traditions of public service that have been established in Great Britain have been well maintained in the Dominion of Canada. Look at what we are now doing? We quit farming out revenues and we established an official tax collecting department. To-day we collect our excise taxes and our custom revenues, and all manner of taxes. Whatever complaint there may be by the taxpayers of the Dominion of Canada, it is not to be found with the officials who administer that system. Quite true, we have an occasional break in our public service, and we repair it without delay. They have those breaks everywhere. A public opinion that can drive a mayor out of New York, that can put a secretary of the interior of United States government in jail, is able to maintain a decent respect for public service in the United States. Do we assume that our sense of public responsibilities is not as high as theirs? There is no reason for so concluding, if you set up the right kind of machinery, and place responsibility on a group of men to administer it, that the same high service both in efficiency and honesty that has obtained in the past in all public undertakings, will be maintained. I know that you say this depression is due to a reckless public in Canada that no one could hold in check. It was not the public that went wrong in the boom, my friends. Bankers, railway administrators, business men in every walk of life, expanded far beyond the needs of the time in the firm conviction that we had solved the problem of managing credit and that we would have an unquestioned period of great expansion. It was not the public that built the Royal York Hotel in Toronto; it was not the public that built the Canadian National Hotel in Vancouver; it was not the public that built the enormous stores in Toronto and Vancouver; it was not the public that built the Royal Bank of Canada in Montreal, or the Royal Bank of Canada building in the city of Vancouver. It was the mistaken officials, the group of men in charge of affairs that led the public on by their own evidence of confidence in the future. Now, I say, that to avoid those boom activities, should be a matter of real consideration by a group of men who have no interest other than that of maintaining a fair rate of progress. That can be done.

To come back to the other point, the most significant thing that was written into the Macmillan report is not that the system should be a managed one, but

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