

terests have been favoured by them even since they came into office. They know that very little has been done—indeed, nothing at all except, forsooth, that which was the policy of the late administration as to the unemployed about whom they shed tears abundant in the course of the campaign—while nothing new has been done as to them, a lot has been done for others. There has been a lot by way of recognition of the men—very wealthy men—whom they berated with all the ridicule at their command and whom they pictured as our supporters and our friends.

Now then, if they mean to carry out the pledges they have undoubtedly made to those who put them where they are, they are in a position to carry them out better than they were when they made the promises long ago. If they are against public ownership and operation, do not let them argue that it is impossible now to bring private ownership back but that it was possible before. The system that we own to-day is a system that would appeal to private capital certainly better than anything we could have owned if we had not acquired what we have now. Now, if they have courage to make good the understanding with those who supported them abundantly and generously, if they have the courage to deliver the goods, let them come forward with their programme to this House; I assure them we stand where we did when we adopted the policies. We stand where we did then. We believe these roads can be made a success under fair trial. We believe that if their friends, those who want them to succeed, were in charge of their destiny they would be made to succeed, and the results of the last few months are encouragement to us in that belief. But I must say I have distrust of the future. I have distrust of the conduct of these roads when influential men in charge of our country's affairs to-day, and because in charge, responsible for those appointed to take care of these roads, are the sworn enemies of the very principle entrusted to their care, the sworn enemies of public ownership and operation in every way, men whose reputation as public men and business men is based upon their declared antagonism to the system now entrusted to their charge. So let us watch the progress of government operation in the next few months. Already we see the interesting process under way. This government operation and co-ordination are to

be accompanied by an inquiry. I do not know who are to make the inquiry. I do not know just what they are inquiring for. I know the hon. member for St. Antoine has his ideas about an inquiry. He said in a public speech published under his photograph that we ought to get the best railway men we could, not from this continent, but from Europe and other continents, and that they should sit down and think the whole subject out, and he promised that if they would do that—these experts from Europe and, I suppose, from Africa—when they got through he would sit down and help them come to a decision, and he promised that the solution would be a solution “without deficits.” I do not know whether the inquiry foreshadowed in the Speech from the Throne is to be an inquiry at the hands of Europe and Asia, or Europe and Africa, but while this inquiry is proceeding I venture to predict that one thing will be taking place. I venture to predict that the propagandist will be at work, and that there will be over-flooding this Dominion an anti-government operation propaganda designed to turn the minds of the people of this country in disgust from the public ownership of railways; and that propaganda, the signs of which we see already all around, and under the onrush of which we sit at this very hour, will be powerfully financed by interests most friendly to this Administration. That is what the people of this country will see. All the while that this nominally fair trial is being held, these forces will be at work, and these forces are very confident they can succeed.

At Six o'clock the House took recess.

After Recess

The House resumed at Eight o'clock.

Mr. MEIGHEN: (Resuming): Mr. Speaker, I had reviewed some of the methods adopted by the leader of the Government, the members of the Government, and members supporting the Government in connection with their advocacy of railway and other policies. Let it not be understood that I have exhausted all ammunition in that connection—I have only commenced. The list is a numerous one whether on the subject of railways, whether on the subject of the tariff, whether on the subject of any other of the questions that they brought to the front