

have made it pretty plain to hon. gentlemen opposite that they do not propose to pass judgment on far-reaching agreements of that character in any blindfolded fashion, and that they resented as an indignity the attempt of the government to hoodwink them in that fashion. May I say that we as the people's representatives in this House of Commons do not propose to be blindfolded or hoodwinked by hon. gentlemen opposite with respect to this matter. I fail to understand why this House of Commons should be expected to take up the consideration of these agreements in advance of the time when they are to be taken up in Great Britain, in South Africa, in New Zealand, in Australia, in Newfoundland, in fact, in all other parts of the British Empire which were represented here at the time of the conference. The only explanation I can find is that this is in line with the way my right hon. friend has proceeded with all important legislation that has been brought in since the beginning of this parliament. Most of the important legislation was either held until the last moment and then rushed through in a summary fashion or was brought on, as it is proposed to do in the present instance, without hon. members being given an opportunity properly to understand its significance or provisions.

I shall not say any more on that point at the moment, but, with all deference, I would ask the Prime Minister to consider our position as the representatives of the people in this house, and allow us, who are of the opposition, at least until Monday of next week to consider these agreements before deciding, as a political party in this house, what attitude we intend to take with respect to them. The agreements are far-reaching in their significance; they involve considerations vaster, I believe, than any with which the British Empire thus far has been faced, and I claim that it is the right of every representative here to have ample time to consider all that is involved before he expresses his views in this House of Commons. These matters should be considered not only individually but collectively as well, and I should add also that I believe public opinion throughout the country should be afforded an opportunity to express itself.

So much for the moment with regard to the agreements. Mr. Speaker, we are in precisely the same position with respect to the other matter which my right hon. friend said would be taken up as all important at this preliminary stage of the session. We were told by my right hon. friend that the report of the transportation commission would be the basis of legislation. The Prime Min-

ister said that legislation based on the report was already drafted, yet this House of Commons has as yet not been furnished with so much as a copy of the report. Again I ask if that is treating the House of Commons fairly. The right hon. gentleman says he is going to bring in a bill and possibly compel the second reading of that bill before the session is over; by his own language as it appears in Hansard, he has made it clear that he regards the matter as more far-reaching than any other to come before parliament this year, yet the only opportunity that we are now to have to read this report is to be while parliament is in session, and while most of us are busily occupied from day to day with the other all-important matter which will be before us. The Prime Minister would be doing only what is right and fair in the matter if he were to see to it that ample opportunity is given hon. members to study this report and fully to comprehend all its bearings before we are asked to express our views upon any legislation he may bring in based upon the recommendations and conclusions contained therein.

Before I leave the question of the report of the transportation commission, since my right hon. friend already has the measure drafted, I hope he will tell us when he speaks whether the particular recommendation that the affairs of the Canadian National railways hereafter shall be managed by a committee of three, a board of three trustees, is one of the recommendations that are to be implemented and, if it is, whether labour employed on the system is to be given representation on that committee or board. These are times of social reconstruction; in these days there are great social movements swaying human forces in all quarters of the globe. During these times some systems that have prevailed in the past have been found wanting in many particulars. Those who are interested in the well-being of their fellow-men are anxiously seeking in different directions for the particular measures which will enable society peacefully to evolve along lines that will be of general benefit, lines that may further by evolution rather than by revolution the ends that they have in view for the betterment of mankind. I believe that in connection with the management and operation of the national railways an opportunity presents itself to the government of this country to set an example to industry at large, an example which will be helpful not only as far as the Canadian National railways and other railway systems are concerned but with respect to industry generally. After all, the crux of the problem in industry is the control of policy, and work-