

this country has had with the Canadian National Railways in every department of its service—railways, ocean service and hotels. The Canadian National system is composed of some thirty or forty different entities, and there has never been public ownership of railways in Canada. The national system is the embodiment of all the mistakes of private ownership. As soon as we have got rid of those mistakes, all those combinations in restraint of trade, the government launches a new system, and Canada will live to regret the day it ever set up a corporation like this. Public ownership under the present minister has not a chance, whether on land, on sea, or in the air. The Canadian National was never a public ownership organization; on the contrary, it is anti-public ownership, for everything has been moved to Montreal.

I have given some study to this bill and I cannot see the use of all the strange language the minister has put into it. The country is going to put up the money but is going to have practically no control over the corporation. I cannot see why the government wants to create a transportation system of this sort, for the Canadian National has not been such a glorious success in transporting people on land or on the ocean, nor has its hotel service been so very successful. Every one can plainly see that the people of Canada are sick and tired of the way in which the road is run under public ownership, and now the government is going in for an air service. Such a service may be all right in England and the United States, but I can tell the minister that he will make the mistake of his life if he puts this service under the control of the national system. It should be completely owned by the public, a thoroughgoing public ownership venture, because the public will have to put up the deficits. Wait until you see the cost next year. Who is the vice-president anyway? Are we going to have a lot of office boys, clerks and students converted from laymen into vice-presidents? Who is the technical expert? Are there going to be in this air service any of the airmen who served in the war? I venture to say that politics will be rampant in the system just as it has been in the Canadian National. I wonder whether any of our great pilots like Bishop and some of our other Canadians will be employed?

This corporation system should not be embarked on; it has been weighed in the balance and found wanting. Take the ocean services, costing \$1,500,000; the boats were put on the scrap heap for \$50,000 when, with a little vision, they could have been used to

[Mr. Church.]

carry coal from the maritimes to Ontario. Now the minister is going to launch a system in the air; he is going to build castles in the air, and there will be nothing left of public ownership. They are going to launch this system with its high-sounding name, Trans-Canada Air Lines, and what will happen after that? Parliament divests itself of all control over the money invested; parliament will be told by this high-sounding commission that it has nothing to do with it at all.

I have been in parliament longer than the minister, and I was surprised the other day when he replied to a polite question that I asked: "1. No information. 2. Answered by No. 1." That will be all the control that we shall have over this air service which he is going to establish, with presidents and vice-presidents, and secretaries, and a whole retinue of people. I venture to say the minister will not go up in the air in it himself. I would not, if they run the air service the way they run the land and hotel services. The people of Canada are sick and tired of this hide-and-seek corporation business, this multiplicity of commissions and committees, gambling with the taxpayers' money, and with parliament divested of all control.

What about the rates? Does no one control the rates? We have a railway commission; is it going to have any control? What about damages? If the airships are run the same as the railways, who is going to pay? The country spent hundreds of millions on Canadian National branch lines almost to the sun and the moon and the stars, under the high-powered Sir Henry Thornton in the big-eye days of this country. This Canadian National Railway bought out the Central Vermont, and what was the experience in connection with that bankrupt concern? What happened to the corporation? What became of the rolling stock? Hon. members know from bitter experience something of the history of the thirty or forty corporations composing the Canadian National Railways; what became of them all? Political administration and bankruptcy and all that kind of thing.

Do hon. members think Mr. Hungerford is going to administer these air lines? His work with the railway has not been such a great success, and now are we going to have him control these air lines, and castles in the air?

I have no faith in the present bill. It is too full of metaphysical language which the ordinary layman cannot understand. "Just as they do in England" is the cry. So far as the stock is concerned, the country is going to have a vaster system of speculation. Who wants to take stock in a concern like that, in which the government has 51 per cent, when they