

statements made at Winnipeg, Ottawa and elsewhere are true, it seems that the commission will not be very favourable to public ownership in this country. One has only to recall that Mr. Loree, whom the minister extolled a few minutes ago, said at Winnipeg that he had never found any government that could carry on business on a competitive basis. We recall that Sir Joseph Flavelle, I think in Ottawa, severely condemned public ownership. I think we should reserve, until the report is brought in, the question regarding the character and type of these men, and I do not think the minister should at this time have introduced the subject matter of the royal commission.

Mr. MANION: I did not discuss public ownership or anything of that sort. I just want to point out to my hon. friend that he has not mentioned Professor Murray, who I understand is an out-and-out public ownership man. I do not know what the others are.

Mr. LAPOINTE: It will be a minority.

Mr. MANION: It may not be a minority. I do not know what the others are. I think we might leave the projected report out of the discussion.

Mr. GRAY: I think so too. The reason I criticized the minister was that it was he who introduced the question of the royal commission and sought to spread a halo around the heads of the men whom the government has seen fit to appoint.

Mr. MANION: I stated merely that they were distinguished men; that is all.

Mr. GRAY: And that they were impartial in the way they voted. My point is that we shall judge these men by their report and I am quite prepared to leave the matter over until it is brought in. I do not think it should be discussed further at this time.

Hon. P. J. VENIOT (Gloucester): I should like, for information, to ask a question of the minister. It might better be asked in committee, but I want to prepare him so that he may be able to give the answer then if he cannot do so now. The debt of the government of Canada was given as one billion three hundred million dollars. I would like to know what amount is included in that charged up against the old Intercolonial.

Mr. MANION: The Intercolonial—if I may be permitted to reply, as this is out of order—is included in the figure for government constructed roads with the Prince Edward Island Railway and the National Transcontinental. The figure for the three of them is given at about four hundred million dollars.

Mr. VENIOT: Are there any interest charges in the books of the government against the old Intercolonial? I would like to know what the Intercolonial cost and what amount is actually charged against it as a government obligation. I ask that for this reason: The old Intercolonial is included in the pact of confederation and Canada itself did not furnish all the money for its construction. Whatever money Canada did furnish for the construction of the old Intercolonial should not be entered up in the books of Canada as a charge against that enterprise, because it was part of the pact of confederation which united Upper Canada with the maritime provinces. The Intercolonial was constructed for the purpose of giving an Atlantic outlet to the business of Ontario and Quebec, and if this is charged up against the Intercolonial it means just that much more overhead which must be taken care of. I wish the minister would look up that information and be prepared to give it when we are in committee.

Hon. PETER HEENAN (Kenora-Rainy River): I should like to take a few minutes, Mr. Speaker, to make a few observations. I would not have taken advantage of this opportunity to-night had it not been for the fact that the Minister of Railways (Mr. Manion) has brought the matter to my notice.

The minister took occasion to discuss the question of the commission investigating the railways and to eulogize its members. Like my good friend from West Lambton (Mr. Gray) I would have preferred to remain quiet on this question until we had the commission's report before us, but I am not so sure that the minister's remarks with respect to the commission will do much to placate the feelings of the railroad men themselves with respect to the commission. The minister knows that representatives of the railroad men of the country requested that he appoint one of their members to the commission to represent them, but he failed to do so. No matter what recommendations the commission may make, if they affect anyone in the slightest degree they must certainly affect the lives of the railroad men and their families more than any other section of the Canadian people, and yet the railroad men are the only ones without representation on the commission. Let me tell the house, because the Minister of Railways himself and the government know the fact full well, that twenty-one general chairmen of the Railroad Workers' Unions, representing 26,000 railroad men in this country, have protested to the government with respect to certain members of this commission. They have