

May I say just a word about the Canadian Broadcasting Corporation. In my opinion, it is the most mischievous institution on the North American continent. I say that in the light of the experience I have had with them. Toronto is the happy hunting ground for these people. Indeed, they come to the Toronto district from all over the country, from Halifax to Vancouver, and they even take part in elections. They are spending money like water and we are getting very little return for it. Here again, the auditor general should be given power to scrutinize many of these radio expenditures.

There are many other matters that I should like to refer to, but time does not permit. One highly important subject, however, is a national fuel supply. Nothing has been done about this since the policy was first advocated by me in March, 1923. The government strenuously opposed it for ten years and finally adopted it. All the coal we need in Canada could, in my opinion, be mined within the British empire, whether in Wales or in Nova Scotia or in Alberta. There is no reason why we should not also have a really efficient policy with regard to oil and pipelines. I see no reason, as in the 1923 debate, why our tar sands could not be successfully developed. Many of these things could be done if only we had the will to do them. For instance, I remember my late leader, Sir Adam Beck, with me, urging the government to take over the railways comprising the Canadian National and that was ridiculed at the time when we spoke all over Canada on it, but it proved a magnificent purchase for the country.

We have today in the Toronto Transportation Commission as fine a system as there is on the continent, run at cost from the commercial aspect. I know the agreement in the olden days, prepared by Hon. Samuel Blake, away back in 1891, and we had I do not know how many suits on it before the privy council and could get no relief at all. But we got relief in taking over the railways in 1921 at the end of that improvident franchise. In connection with the Ottawa Electric Railway Company, I have nothing to do with it, because I am not a ratepayer. I notice, though, that the government of Canada is being consulted regarding this Ottawa civic purchase, to see on what terms the government can help on it for the proposed federal area plan. I think it is the duty of the government of the day to lay the papers, if any, on the table of the house before the vote on February 15 as it relates to the federal end of it. I am not a ratepayer. I have nothing to do with it, and I have no wish to interfere, but I think this should be done

[Mr. Church.]

because one of the things to be avoided in such a contract in the system of municipal ownership is over capitalization, which is a serious thing in any proposed purchase of physical assets. But I am not here to criticize what is being done, because it is none of my business. But I remember the proposal to sell the old Toronto Railway in 1913 and 1914 for \$32,000,000 with the Toronto electric light plant which five of the six Toronto papers supported, all but the *Evening Telegram* and in the fight over it, it was almost carried.

There are some other matters in this connection that I should like to mention. I remember away back before the war, between 1935 and 1938, when the young people in the high schools were riding the rods all over this country. I proposed in the house here in 1937-1938 that we should have an apprenticeship system for them, so that for two or three years they could get clothing, pocket money, housing, deferred pay and direct financial aid. In Canada a billion dollars was spent on the dole by federal, provincial and municipal authorities, and no economic value was received for the whole thing. I proposed they should have had what they had in England, namely, a national apprenticeship system for three years, with a system adapted to our circumstances by which youth could sign up for three years' apprenticeship, learn a trade in several key industries, receive actual pocket money, clothing, food, lodging and deferred pay, and at the end become air mechanics, pilots or journeymen in national key industries. The government refused all this plan for three years. If they had had it for those three years they would have had 1,500 skilled pilots ready for this magnificent air plan in 1939, a scheme that when war came, did so much for the country. I want to say that the Conservative party has not only been the party of public ownership but it has been a party that has done a great deal for the country in a social way. I remember away back in 1937 when this was going on, with people out of work and so on, and I should like to remind the house of what I said, as reported at page 973 of *Hansard* of February 17, 1937:

I would like to say a word or two in relation to industrial employment, because I want to contrast with the precepts of Christianity the way the industrial workers are used. Contrast our professions with the ruthless competition, the cruelty and vice of present day business and industry. Here personality counts as nothing, the dollar is all supreme. Modern life is machine life, soulless, a life of standardization, high speed production, a highly efficient organization for the making of profit. Everything is done in the mass, and life is made