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**CO-OPERATION AND CONFIDENCE WILL
ACCOMPLISH THE TASK**

Sir Henry Thornton, the new President of the Canadian National Lines, speaking of his plans in a press interview in London, said the first thing to do was to "hammer these different railways into one physical entity," the next to "select competent and suitable officers," many of whom are to be found working on the system, and the third principal task was to "take over the deficit and eliminate it," and "prevent the system from being a financial burden on the people of Canada." The fourth task, and perhaps the most important, is "development of use of the railways in such a way as to develop the country more rapidly. As we develop the country more rapidly, we shall reduce the deficits. Success of the railways depends upon the general success of the country, and the success of the country depends on the efficiency of the railways. That has been the history of every country. It was so in the States; it is going on in Africa. You have to open the country to traffic by the construction of arteries of transportation. A bushel of wheat is no good if you can't get it to market at a reasonable cost. Transportation is the art of conveying a commodity from the person who has it to the person who wants it."

In order to reach this objective, Sir Henry says there must be "no political influence or interference," and he is sure that both Government and people desire this; every wage-earner on the system must be given a wage "on which he can bring up a family in decency and comfort. Otherwise you are creating unrest and inefficiency, and producing an incoming generation of Bolsheviks"; and there "must be scrupulous honesty in dealing with the men," and "quick adjustments of complaints." Finally, "success must come through the loyal, patriotic assistance of everyone concerned, including the public school. The board will try to gain the confidence of its officers, men and the public, so that co-operative effort will be forthcoming for the task, which cannot be done by an individual."

This sounds like the right man in the right place. The people must make "people" ownership of railways a success, and Sir Henry includes the public school, evidently because the present generation, through its schools and universities, through its press and financial institutions, has been taught to believe that public ownership is a wrong system; and there is therefore need for a change in our educational methods; also because the public school boys of today are tomorrow the men the railway must look to for management and operation. To make a success of Government ownership the people, the Government, the management, and the operating staff of the railway, must have the right attitude of mind toward the principles of Government ownership. Sir Henry Thornton has evidently set out to secure this at the very commencement of his régime.

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