

Greenland of this House, and when I listen to the speech that has just been delivered by the Prime Minister (Mr. Mackenzie King), the thought comes back to me of a statement once made by the late Goldwin Smith, who was a great student of English as well as Canadian politics. He said:

A great deal of the time of the public men of Canada is devoted to the respective amount possessed by each of the doubtful virtue of consistency.

We have heard a good deal of that to-day; we heard a good deal of it yesterday, and on different occasions we have heard a good deal of it in this House. Still, my sympathy is with my hon. friend down there in Greenland.

I have just this to say about the speech of the Prime Minister (Mr. Mackenzie King). Having always been a Conservative and a believer in making Canada a self-contained country, I am pleased to hear him make the speech that he has made to-day. He professes to be a protectionist, and he now professes to be in favour of Canada having industries of various kinds of her own. Yet, when he says that, and when I endorse it, still there is a grievance on the part of the people of our western country, and still there is a grievance in Nova Scotia and New Brunswick in connection with the way in which the war has treated the people there, and they believe something should be done for the development of those provinces. If I take the occasion of the discussion of the budget to refer to some public questions, I am not going for the moment any more into the subject before the House than to say that I cannot vote for the amendment and I cannot vote for the budget. Recognizing the urgency before hon. members to get away during this evening so that they may return home for the holiday, I am going to take the little time I have at my disposal to discuss two public questions of some concern to the people.

I begin by saying that the greatest railway in the world to-day is the Canadian National Railway system, the only shareholders of which are the people of Canada. The second greatest railway in the world to-day is the Canadian Pacific Railway, which is not owned by the people of Canada, but which was largely subsidized by the people of Canada by way of land grants, legislation and bonus, and which is owned by a private company. These two roads have come now somewhat into competition. One is a publicly-owned road and the other is a company-owned road. The people in the province from which I

[Mr. W. F. Maclean.]

come, indeed the people in my riding, are great believers in public ownership. Not only have we our share in the National railways; but the province of Ontario has a splendid system of railways, publicly owned up in northern Ontario. In Toronto we own the street railway system and in Ontario we own and control radial roads. We also have a hydro system for the distribution of electricity, and we are absolute believers in public ownership as applied to public services. We are glad to have the National Railways to-day; they are making headway and I have no doubt will soon prove a great success. But it seems that the Canadian Pacific Railway, which has been dealt with so generously by the people of this country, is gradually creating, perhaps, a party in this House, and certainly a sentiment in the country, through the press and in other ways, which has a tendency to destroy confidence in the public-owned railways. The Canadian Pacific Railway evidently wants to have the National system crippled or destroyed, or at all events to have it turned over to itself. That will never come to pass in this country. If such a thing should happen, Mr. Speaker, it would simply establish a sort of boss-ship that would make life in this country intolerable and almost impossible. It would destroy our political institutions, for there would be a railway boss in Canada to whose dictation the government would be subject; indeed, parliament and the press would be equally subject to that dictation. And yet you can see this process working in Canada; the suggestion is being disseminated throughout the country that the National Railways ought to be destroyed or at least turned over to the Canadian Pacific Railway. The Canadian Pacific Railway professes to be, and as a matter of fact, by right of citizenship in Canada, is a shareholder in the National roads; and if my good friend, Mr. Beatty, and those associated with him in the railway business find themselves in competition with the public-owned roads, let them compete with those roads. Do not, however, let them seek to destroy the National system; they must give that system a race for the money, and put up a competition against it in the matter of service. They may win out, but I do not think that is possible. Of course, they can spend the enormous reserve which the Canadian Pacific Railway possesses to-day and devote that money to an intensive competition with the National Railways, but I believe that such a competition would ultimately prove ineffective, and they would not get much support from their shareholders if they attempted a policy of that kind the object of which would