

and Prof. Horrigan, opened the evening's programme. The President, Mr. J. T. Warnock, '01, then made a short address of welcome, concluding by introducing the first speaker for the affirmative, Mr. A. P. Donnelly, '01, whose words were in part as follows:—

*Mr. Chairman, Messrs. Judges, Ladies and Gentlemen :*

“The subject for debate this evening requires no lengthy introduction. It is not a new policy, this nationalizing the railways; it has been reduced to system by European and Asiatic governments and has attained for them the national and economical ends which an efficient railway should serve. That it has not been adopted on this continent is a tribute rather to the conservatism of our governments than to the progressiveness of their policies.

The fundamental principle upon which the resolution before us rests is that the welfare of a people can be promoted better by a government representing their interests and legislating for them generally than by a private company whose primary object is private gain. Following this is a companion principle that as the people are source of wealth, if there are any revenues arising from the traffic and travel incident to national life, the whole people have the first right to those revenues. And mark well that I accept both terms of the resolution—ownership and control—which are correlative, for a government cannot effectively control railways owned and operated by private companies. These principles are applied to-day by our municipal governments that find it profitable for purposes both of accommodation and economy to provide their own gas plants, their water supplies and their street railways. Considerations like these give a pertinence to the question at issue; recent events in railway circles of the United States give it urgency.

Now even if the operation of railways by private companies were satisfactory to peoples whose governments favor that policy, and if those railways conformed to the national ends to which railways should conform, the second principle would still be involved in this that if governments can conduct railways on as good bases as can private companies, they still should nationalize them for purposes of revenue. But, Sir, I hold that the system of