

this Parliament will be carried out. I hope that is the intention of the Administration. If it is, I can assure the Prime Minister on the part of those whom I represent in this House that he will have our assistance to the full in the carrying out of that policy.

I have no objection to reference to this being made in the Speech from the Throne; indeed I welcome it; but it does not provide material for the consideration of Parliament. This policy is already imbedded in the law of the country to-day. The Government need no legislation to carry it out. The Canadian National Railway Act of 1919 provides that roads from time to time owned or controlled by the Administration may be brought under the National system and operated as a unit in the same way as the roads at that time were being operated. From time to time the late government brought one road after the other under that system. The Grand Trunk Railway system alone now remains outside. As respects that system, the arbitration following its acquisition by the government was proceeding up to the time I arrived home from England in the summer of 1921, when the matter of the general election had immediately to be taken into account, and during the campaign no one would suggest that any action should have been taken to bring about that amalgamation, the last step of the whole process; it had to wait and did await the judgment of the people. But the intention of the late government as embalmed in the legislation of this House is apparent, and to do what is set out in the Speech from the Throne is only to carry out what is already expressed in the statute books of this country. I say again that I hope the language means the bringing into one unit of all our railway systems in order to get the advantages of co-ordination and unification. By that I do not imply that there cannot be that measure of local supervision that is so essential to the best management. That measure of local supervision, I, on the advice of the best experts at our command on the National Railway Board, stated was the policy of the late government, recommended by the board. With the Grand Trunk coming in and the entire mileage owned by the people of this country brought into one system, there should be what are called grand divisions, whereby, without in any way impairing the advantages of unification, a measure of local supervision in the operation of the lines would be feasible.

All these things are quite consistent, but there must be unification. There must be one system; there cannot continue to be two. The late Government proceeded on that principle and carried it out to a great extent; all that is left to be done is to bring in the Grand Trunk. Let that step be taken. May this paragraph in the Speech from the Throne mean that this will be done without delay; and if it is done it will have the support of those who stand behind me in this Parliament. But I am afraid that if the Government take that step they will have difficulty with those around them; either that, or hon. gentlemen around them will have difficulty with their constituents.

I see in front of me now hon. members who are committed to their constituents to an exactly opposite course. I see in front of me those who have pledged themselves, not that the National Railways will be unified but that they will be disrupted; not that the National Railways will be co-ordinated, but that they will be disintegrated; not that the National Railways will be maintained out of politics, managed by a business board and all brought under that business board, but that portions of the system will be taken back into politics as they were in politics for many decades. I see in front of me also those who are pledged against a continuance of national ownership and operation—yea, I see its bitterest enemies, its stoutest foes, in the ranks of the Government itself. I know the Prime Minister has declared, and I see a reference to it in the Speech from the Throne, that national ownership and operation shall be given a fair trial, but I for one, am apprehensive of the fairness of the trial to be given national ownership and operation at the hands of its inveterate enemies. I am apprehensive that it is not the desire of hon. gentlemen opposite that the utmost possible success shall follow that trial, because I know there are hon. gentlemen on that side who would be infinitely more pleased by the utmost possible failure than by the utmost possible success. I know there are hon. gentlemen elected to support this Government who have declared themselves on principle opposed to government operation not only of railways, but of everything, and who have pledged themselves to their constituents to do everything in their power to stop the wheels of government operation at the earliest moment. I know there are those who declare not only that the acquisitions of the roads never should have taken