

PREMIER ANNOUNCES CHANGES IN CABINET

York Speech Defends Liberal Administration and Gives Four Reasons Why He Feels People's Mandate Needed.

Continued from Page 8.

Railway: the believers in Government ownership of railways would absorb the Canadian Pacific in the Canadian National Railways. Each designates the process of absorption by the word "amalgamation." In either case the result would be the creation of a monopoly, and that, I venture to say, the most powerful monopoly in the world. It would mean a complete monopoly of the railway transportation industry in Canada, and the centralization of enormous power in the hands of a few individuals.

"For my own part, I am unalterably opposed to monopolies of any kind, and above all, others, to railroad and banking monopolies, whether they be government or private owned. Surely, however, between the extreme of unrestricted competition on the one hand, and the extreme of complete monopoly on the other, there are many measures that might be adopted under authority of parliament, which would be to advantage alike of the Canadian National Railways and the Canadian Pacific Railway Company, and of benefit also to the general public. It is not for me, at this time, to say in any final way, what those measures should be. Finally in this, as in all matters of executive enactment, belongs to parliament.

FAIR TRIAL CONTENDED.

"I have always contended, as you know, that government ownership of railways should be given a fair trial. That has been the policy of the present administration with respect to the railway system which we found in a disorganized and decentralized condition when we took office in December, 1921. We searched this continent and Great Britain for the man to undertake the work of co-ordination, consolidation and administration. When we had satisfied ourselves that we had found the right person, we appointed Sir Henry Thornton, and gave him a three years' contract, with an understanding that if in that period of time, he demonstrated his capacity to administer the system to the satisfaction of the public, the contract would be renewed with due recognition of his services.

THORNTON RE-ENGAGED.

"That obligation has been fulfilled, and Sir Henry's services retained for a further period. I think it will be generally conceded, that we have the right man in the right place, and that the government has acted wisely, and in the public interest, in the retention of Sir Henry's services. "It must be apparent, however, that something more is needed if government ownership is to have a fair trial in the fullest meaning of the words. So long as the system is handicapped by deficits, due in the main to encumbrances of the past for which the present management and discontinue are no way responsible it cannot be said that government ownership is having a fair trial. It is equally true that so long as deficits on the National Railways continue, freight rates cannot be appreciably reduced nor can be our national taxation.

"There is another aspect of the railway problem which, I think, is equally important, in some respects, it is a parallel aspect. I mean the position of the Canadian Pacific Railway Company. Though privately owned, the Canadian Pacific Railway, to my mind, is as much a Canadian undertaking as the government-owned system. It is an institution of which every Canadian has reason to be proud. Nothing like it, with its vast railway equipment and its fleet of ships, exists elsewhere. It is a Canadian enterprise which encircles the globe. An injury to the credit of that great system would, I believe, soon prove an injury to our national credit. The present administration has held that, while government ownership should be given a fair trial, the Canadian Pacific Railway Company should be given fair play.

RAIL COMPETITION.

"Both have been recognized as competing systems, but also have been dealt with by the government as great national enterprises, deserving of like impartiality of treatment at the instance of the state. It is an open secret that we more vigorous competition with which the Canadian Pacific Railway has been faced by the Canadian National system, combined with other causes, not a few of a character similar to those experienced by the Canadian National, has not been without its effect upon the earning powers of the railway. It is one thing for a corporation to be put in a position where it may be obliged to make good its losses out of dividends; it is another thing for it to be able to come to parliament, and have annual deficits secured by the credit of the country, and recouped out of the taxes of the people. There is the crux of the situation so far as the Canadian Pacific is concerned. The situation is aggravated by the fact that the C. P. R. is the largest single taxpayer into the Federal treasury. Is that a position that is easily defensible, or defensible for long?

WHOLESALE COMPETITION.

"I said a moment ago that I did not believe in monopolies; that means that I believe in wholesome competition. So far as government ownership is concerned, I believe there is no factor that has meant more or that means more in keeping the National Railways up to the mark than the very efficient organization, of the C. P. R. under private management and control. Similarly, I believe the C. P. R. is kept spurred up to the last man, and the last mile by the efficient manner in which the Canadian National Railways are operating today. I believe, as I have said, that it is to the interests of the railways as well as of the public that the two systems should be continued as separate entities. Competition is better than monopoly. Whether it be public or privately owned roads, of which we speak, it must never be forgotten that the railways are made for the people, and not the people for the railways.

SERVICE CONTROL.

"We have established a system of railway rate control. Why should we

not establish some system of railway service control? Why should not considerable saving be effected by running rights being granted by each railway to the other, over its lines where traffic is light, or special reasons for such a course exists, the whole to be worked out on some fair reciprocal basis? Why should one union depot not serve the purpose of two, or one line of railways be substituted for parallel lines in many a locality? This does not mean that the services of employees on either system would be dispensed with; it does mean that it would be possible vastly to expand the two systems without much in the way of additional cost, to give many localities more efficient service than they have at present, and other localities a much needed service where none at present exists.

RATES EQUALIZATION.

"As respects railway rates and charges, we inaugurated, as you know at the last session of Parliament, a policy of equalization of rates, the task of effecting equalization being assigned to the Railway Commission. In that great task a good beginning has already been made.

TRANSPORTATION BY SEA.

"What I want to make clear, and repeat at the moment, is that we have no problem more urgently in need of solution than the railway problem, and without its solution there is little or no chance of reducing our national debt, and the income and other taxes. To say nothing of railway rates and fares, that in the interests alike of the Canadian National Railways, the Canadian Pacific Railway and the public, its solution must not be delayed; and that the solution can be worked out and given effect to only by a Government that has a strong support in Parliament and a mandate from the people to act. I am prepared to say that if given such a majority the present Government will take up this task immediately and at an early date present to Parliament the necessary legislation.

PROPHETS OF DESPAIR.

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CO-OPERATION OVERSEAS.

"Within the past few days an arrangement has come to between the department of immigration and the railways companies, whereby their agencies overseas will be brought into more effective co-operation with each other, and with the government, thus effecting a measure of the kind of enlightened co-operation to which I alluded a moment ago. Another all-important step has been taken in the appointment of a minister of immigration, who will be in a position to give his entire time to the important work of that department.

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"How closely allied the problems of transportation and immigration are will be apparent in a moment's reflection. The one without the other is incapable of a satisfactory solution. We require a vigorous immigration policy, a policy which will recognize the inter-relationship and inter-dependence of transportation and immigration, a policy, moreover, which will have regard for quality in the class of immigrants to be brought to Canada, and regard as well for our own industrial standards and conditions.

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years, Mr. Fielding has asked to be relieved of his responsible duties.

FIELDING STEPS OUT.

"Mr. Fielding has expressed a desire to retire from public life, and the condition of his health being what it is, his resignation as a member of the government has been accepted.

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