

Mr. BENNETT: Oh, yes. I remember all that, and now I shall listen indeed with gratitude and interest to the explanation of the Minister of Labour. I am sure it will do justice to his imagination if it is an explanation, but he must not do violence to facts.

I am sure, Mr. Speaker, none of us does not feel a sense of great apprehension about the drought situation in western Canada. In August last I saw a farmer who told me that for five successive years he had had no crop. As to just what the effect upon our country of these succeeding droughts may be I shall not hazard an opinion, but I know that abroad there is apparently a conviction, at any rate there is a doubt as to whether that drought area, in parts, should be an agricultural country at all. That feeling is becoming very well marked in quarters where I wish it were not, and anything that can be done to bring about an amelioration of that condition will have the earnest support and assistance of those who sit to the left of Mr. Speaker.

I was interested in hearing the record of the government's giant efforts in the last year to solve the railway problem. I remember reading in a press notice that that superman, the Minister of Transport (Mr. Howe), had been labouring incessantly, twenty-five hours out of every twenty-four, giving his undivided attention to every problem that affects the well-being of the state and that he had found a solution for many of these problems. Well, we anxiously await their disclosure to this interested house. I know this, that in the money centres of the world the railway problem is regarded as the one most serious in the life of this country, and it may be that our superman, working long over hours, has been able to find a solution. If so, he will have the gratitude of all well-thinking Canadians. But if he is going to bring about a solution by reducing the capital structure to a point that does not represent the money which the Canadian people have put into the enterprise, or if he is going to try to make people believe that \$47,000,000 pays the obligations, as he did in his speech the other day, then he will be woefully mistaken, and his solution of the problem will leave the country cold. I can tell him that with great certainty.

Of course, in the selection of these boards to which reference is made, no consideration was given to the political affiliation or views of those who were appointed. I have it on the strength of one of these articles that the Minister of Transport himself is hardly conscious of his political views, and so desirous is he of being a just and upright

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judge in Israel that he finds it difficult from day to day to determine what his political views may be. Let us hope, however, that the appointments as made were made in a moment of absent-mindedness of that high mantle that had fallen upon his shoulders, and at a moment when he had ceased to be that delightful non-partisan judge that his eulogists would have us believe that he was.

Of course, we had to have something with reference to the bank. What has been done in dealing with the bank I leave it to the government's own supporters to say. But if anything was ever futile in this world it was to increase the capital of the bank by \$5,000,000 and try to make it earn 4½ per cent when the going interest rate on the bonds, in which investments are made so largely, was much less. I shall have something to say about reserve banks. The Reserve Bank of Australia has contributed \$25,000,000 to the revenues of that country.

There is only one word more. We shall await the measures and see what they are, with respect to the questions of air service and the railway commission and its extended powers. I remind the government, however, that on more than one occasion efforts have been made to extend the powers of railway commissioners, and for some strange reason it has been found difficult to do so and to come within the provisions of the law. I looked in vain in the trans-Canada air service, for any allusion to those very laudable wishes of the Minister of National Defence (Mr. MacKenzie). I had expected to read that he had provided adequate aircraft at least to protect the neutrality of Canada but I find, looking through the speech from the throne, that we are going to have a trans-Canada air service and are going to provide for that. There is, however, nothing for the protection of the neutrality of this country if there should be a war. Those hon. members who are familiar with the history of the world will remember that on one occasion, when the United States was a very young country, with a population scarcely that of Canada, France endeavoured to compel her to buy her neutrality; and those who remember those coins of the United States will recall the words, "Millions for defence, not one cent for tribute." That was the answer of a small and scattered population when an effort was made to induce them to buy the neutrality which they had declared. Sometimes I think, when I hear the observations of some of my friends, they little realize what the maintenance of neutrality means. We are not equipped to maintain neutrality, even that fine neutrality of mind of the Minister