

dian National railways do not run so many trains because there is not the same traffic, and, moreover, up to the present time they have not had the equipment to put on more fast trains. They have had to run fewer trains on account of lack of passenger equipment.

As regards the management of the Canadian National railways, my hon. friend (Mr. Cahill) takes issue with Mr. Hanna, president of the road. That is a grievance which I cannot help, and it does not seem possible for me to bring these two gentlemen together and make them friends. Mr. Hanna, however, is only one man connected with the operation of the railways, and the fact that he is president does not mean that the road is not being operated economically and in the interest of the public.

With reference to the Board of Directors, the hon. member has referred to the fact that Mr. Cantley is president of the Eastern Car Company, a company which receives large orders from the railways, and he says that we should say whether these orders are got by tender and so on. I think I said in this House a year ago that when these directors were being appointed, we endeavoured to select prominent business men in whom the Canadian people would have confidence, and to associate with them officials connected with the operation of the railway. As regards my action in recommending that policy at that time, I stated that I was not a railway expert; I am not a railway expert now and never will be; I do not expect to be able to claim that I am a railway expert; and I must depend upon those connected with the operation of the railway. If I was wrong at that time in recommending that policy, it was because I followed out a policy that the Canadian Pacific Railway had adopted and carried out for many years, that is, in having for a board of directors, a certain number of their own officials, paid absolutely by the railway, and, in addition, prominent business men selected from all parts of Canada who could meet together on the board once a month to give good advice regarding conditions in different parts of the country and who, perhaps, might also assist in bringing traffic to the railway. To adopt such a policy in connection with public ownership may have been a mistake. With regard to the Canadian Pacific directorate, almost every director outside of the management is interested in various corporations, and many of them are interested in corporations which are selling goods to

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that railway. That may not be a good policy, and it is for the Government to decide whether they will adopt a policy of having a board of management composed only of paid officials of the railway, the best men we can find being selected for that work, and having no other board than that, or whether we are to continue with the policy as now laid down. In my opinion—and I did not hesitate to express it last year and I am now expressing it again—if the public believe that we should not have on the board men, although they are business men, men whose character and reputation are beyond dispute, who are interested in other corporations and so on, then it is not in the public interest that such men should remain on the board. But that is a matter which will have to be taken up and decided, and whatever decision the Government may come to, we must assume the responsibility.

The hon. member (Mr. Cahill) referred to public ownership, and I should judge from his remarks that he is not in favour of public ownership. I want to state once more that this is not a question whether we are or were in favour of public ownership. Public ownership was forced on the people of Canada. We could not help it; it came to us without our wish; but here it is, and as we now have public ownership, I cannot for the life of me see, if we appoint men in whom the public have confidence, any reason why we cannot select from our own railway officials men who are just as able to operate that road successfully as men who might be appointed similarly by the Canadian Pacific. I cannot for the life of me see why the matter will not work out in that way.

Mr. CAHILL: Why not try it?

Mr. J. D. REID: Give us a little time and see what will be done. We are bringing the Canadian Northern railway, the Government railways and the Grand Trunk railway under one system, and I have asked for time for this reason. It is my judgment that the time to put the management in charge of all this railway system is when we have the Grand Trunk, the Canadian Northern, and the Canadian Government railways all under one system. We should appoint the management then, and we shall see what the result will be. Therefore, I want to repeat again: If we put the men there, we should give them an opportunity, and the result will, in my