

Hon. Mr. McMEANS: That is not an answer to my question. I do not see why a palace should be built. I cannot understand why \$12,000,000 should be spent on a railway station.

Hon. Mr. DANDURAND: There is no question of spending a large sum of money on a big building like the Windsor station. It is simply a question of having a station to be used by the trains coming from the east, the north and the south. It is a restricted programme, not the one which was decided upon in 1929.

Hon. Mr. MURDOCK: I understand that the larger part of the expenditure of \$12,000,000 is for the purpose of building overhead construction from the end of the Victoria bridge and from St. Henry, in order to bring traffic into the new station. It is not for the actual building of the station.

Hon. Mr. CALDER: It includes the whole terminal.

Hon. Mr. MURDOCK: It includes the whole thing. But my understanding is that the greater part of the money will be spent on things other than the station itself.

Hon. Mr. McMEANS: How much has been spent already?

Hon. Mr. MURDOCK: The sum of \$17,000,000 was spent in 1929, we were told.

On motion of Hon. Mr. Murdock, the debate was adjourned.

CANADIAN WHEAT BOARD BILL

MOTION FOR SECOND READING POSTPONED

On the Order:

Second Reading, Bill 63, an Act to amend the Canadian Wheat Board Act, 1935.—Hon. Mr. Marshall.

Hon. Mr. MARSHALL: Honourable senators, I would ask that this order stand over until the next sitting. The honourable senator from Winnipeg South-Centre (Hon. Mr. Haig) has been discussing with the Minister of Trade and Commerce and myself the change that he wants made in this Bill, and I do not desire to move second reading just now.

The Order stands.

The Senate adjourned until to-morrow at 3 p.m.

THE SENATE

Friday, May 26, 1939.

The Senate met at 3 p.m., the Speaker in the Chair.

Prayers and routine proceedings.

CANADA'S RAILWAY PROBLEM

REPORT OF SPECIAL COMMITTEE—DEBATE CONTINUED

Hon. Mr. DANDURAND: Honourable senators, I move that His Honour the Speaker be asked to disregard the first five items on the Order Paper for the time being and call item No. 6, for resumption of the debate on the railway question.

The motion was agreed to.

The Senate resumed from yesterday consideration of the report of the Special Committee appointed on March 30, 1938, to inquire into and report upon the best means of relieving the country of its extremely serious railway condition and financial burden consequent thereto.

Hon. JAMES MURDOCK: Honourable senators, having fully in mind the several very important speeches that have already been made in respect of Canada's particular railway problem, I feel somewhat humble and, shall I say, out of place in undertaking to compete with some of the distinguished gentlemen who have preceded me in the debate. A number of very able lawyers have presented their points of view on this problem, both in the present debate and formerly. I am not a lawyer, but, if the House will pardon a personal reference, I may say that on the 18th day of April next it will be fifty years since I first became a Canadian Pacific railway employee.

Hon. Mr. BALLANTYNE: Hear, hear.

Hon. Mr. MURDOCK: For the first twelve years of that period I was a freight brakeman, and I was working in that capacity for six years before I saw an air brake on a box car. We used to stop trains by a hand brake operated from the top. For a few years I was a conductor, and then, in 1905, I was elected as a representative of railroad men. In that capacity during the years that followed I was in conference in most of the important railroad offices in the United States and Canada. This experience is my only excuse for believing that I ought to know something about railway problems.