

I realize that it is useless to raise my feeble voice in protest against the Government's policy in this matter, but I hope that the time will come when we shall no longer be asked to approve of the expenditure of \$6,000,000 for some railway here, \$10,000,000 for another railway there, and \$50,000,000 for a new station somewhere else. And I may say here that the station which I mentioned at the beginning of my remarks is likely to cost a great deal more than the estimated amount.

Hon. Mr. ROBERTSON: I am sure most of us will agree with the general tenor of the remarks of my honourable friend from Winnipeg (Hon. Mr. McMeans), but I think we might with propriety postpone criticism of the Montreal Terminals project until we are more familiar with the details of it. I had the advantage of getting a couple of years ago some intimate knowledge of the New York Central Railway terminals in New York City, and I think without doubt those terminals are among the most profitable of that railway's investments. I am very hopeful that the Montreal Terminals will prove a great asset to the Canadian National Railways, and I regard the project that is about to be undertaken as a sound business proposition, provided it is carried to completion reasonably, without extravagant expenditures of money and construction on too large a scale.

The point that I wished to emphasize when I rose just now was that we have this week acquired six broken-down railroads which have not been paying their way and have been burdens to the provinces where they were owned. We have now assumed those burdens, although we know that the money spent on the roads will never be a good investment. The lesson we should learn from this is that in future we should grant charters no more to private concerns, but only to the two large railway systems when conditions warrant the extension of their lines. The continuance of the old policy can result only in saddling generations to come with unnecessary debts.

Right Hon. Mr. GRAHAM: I agree with what the honourable gentleman from Welland (Hon. Mr. Robertson) has said about the Montreal Terminals—not a station project. I feel sure that when the Bill comes before the House, if the information we have is correct, I shall be almost able to convince my honourable friend from Winnipeg (Hon. Mr. McMeans) that the proposed terminals will be a great asset. I shall say no more now.

Hon. Mr. McMEANS.

I have been for some years of the opinion that not only should we go more slowly in the granting of railway charters to private companies, but we should endeavour to come to some arrangement with the provincial governments whereby they will not grant charters to companies that will have to be taken over by the National Railways eventually.

Hon. Mr. McMEANS: That is locking the stable after the horse is stolen.

The motion was agreed to, and the Bill was read the third time and passed.

DIVORCE BILLS

SECOND READINGS

Bill C8, an Act for the relief of Barbara Elise Sewell de la Penotiere.

Bill D8, an Act for the relief of Oliver Milton Martin.

Bill E8, an Act for the relief of Catherine McRae Beattie McRae.

Bill F8, an Act for the relief of Mary Jane Teeson.

Bill G8, an Act for the relief of Sam Gladstone.

Bill H8, an Act for the relief of Charles Smolkin.

FIRST READINGS

Hon. Mr. McMEANS, Chairman of the Committee on Divorce, presented the following Bills, which were severally read the first time:

Bill I8, an Act for the relief of James Franklin McDonagh.

Bill J8, an Act for the relief of Joseph Louis Philippe Corbeau.

Bill K8, an Act for the relief of Ruth Elizabeth Greene.

Bill L8, an Act for the relief of Frances Thirza Edlund.

Bill M8, an Act for the relief of Vivian Elizabeth Pearce.

The Senate adjourned until Tuesday, May 28, at 8 p.m.

THE SENATE

Tuesday, May 28, 1929.

The Senate met at 8 p.m., the Speaker in the Chair.

Prayers and routine proceedings.

VISIT TO MONTREAL HARBOUR

Before the Orders of the Day:

Hon. W. B. WILLOUGHBY: I have been asked by several honourable members to express on their behalf the thanks due to the