

long are we going to be able to stand this terrible financial drag?" No doubt the answer which my honourable friend gives to these people is the answer that I have given many times: "It is impossible, or at least very difficult, for a party government to do anything." Then these people immediately say, "Well, when are we going to have a national government that will really grapple with this question?"

There are only two solutions: unified management, or amalgamation. I was in hopes that something would be done, because in listening to the radiator—

Right Hon. Mr. GRAHAM: Hot air!

Some Hon. SENATORS: Oh, oh.

Hon. Mr. BALLANTYNE: You will pardon the slip. When I was listening to the Prime Minister over the radio during the last election he said: "There has been a good deal of talk in this country about creating a national government. If you give me the majority I am looking for, I am satisfied that with Liberal governments in all the provinces we shall have to all intents and purposes a national government." The Prime Minister and his Government received a majority very much larger, I think, than even he in his optimism expected. So, according to his word, we have a national government, and I hope that at some near date in the future, instead of giving us what is merely a change in the figures on the balance sheet, it will grapple with this question. This is not a question for the heads of the two railways. It is a national question. It is up to the Government to deal with it. It is up to the Government to send for the heads of those two railroads and to say to them, "We cannot carry on with this tremendous debt." And if the true financial position of Canada and of our railroads were placed before the people of Canada, they would, I am sure, give their best efforts to assisting this Government or any other government to solve the problem, which, as I have said, can be solved only in one of two ways—either by amalgamation or by unified management.

Hon. A. C. HARDY: May I be permitted a very few words to introduce an entirely different tone into this discussion? I want to express the appreciation of the members of this House—and I know I speak for honourable members on both sides—of the great patience and forbearance which both our leaders have exercised in this very troubled and difficult matter. I do not think the high plane of debate reached within the last few days has been exceeded on any other question. For myself, and, I am sure, for all honourable members of this Chamber, I ex-

press deep gratitude for the fairness and forbearance, to say nothing of the great ability, which the honourable leaders on both sides of the House have brought to bear on this whole question.

Hon. C. P. BEAUBIEN: Honourable senators, may I express my regret at the abandonment by the right honourable leader on this side (Right Hon. Mr. Meighen) of the amendment which I moved? I understand his decision and I accept it. If government is to be carried out in an efficient way in this country, both Houses of Parliament must give and take, must work together. Therefore I fully concur in the decision which my right honourable leader has made.

I should also like to point out that the value of my amendment has been strongly endorsed by remarks just made by the honourable leader of the House (Hon. Mr. Dandurand). He said that virtually no one would understand the balance sheet. Well, honourable senators, if that is so, would my suggested footnote not have been far more useful than it would have been if that balance sheet were fully understood by everybody? The footnote was simple and clear. It drew attention to the fact that \$1,334,000,000 had been furnished by this country to the Canadian National and had gone by the board. That would have been an impressive reminder to our people of the tremendous sacrifice that Canada has made for this railroad.

My honourable friend said also that the people should not be called upon to suggest a solution to the railway problem.

Hon. Mr. DANDURAND: That they are unable to do so.

Hon. Mr. BEAUBIEN: That is quite true. But the same is true with respect to every great problem which faces the country. For instance, is the Government to wait for a solution to unemployment to be suggested by the people, or must it busy itself to find a solution? What is necessary in the present case, as my honourable friend is no doubt aware, is that the people should insist upon having the railway problem settled by the Government. That is essential, if my honourable friend will allow me to say so, in order that the Government may fulfil its duty to the country, for unless there is strong public opinion demanding that something be done, the Government will not take the requisite action. I take it that we need to circulate propaganda throughout the country with a view to getting behind the Government sufficient public opinion to cause the lifting of the railway burden from the shoulders of the nation.