

recommendations, the implementation of which requires co-operation on the part of the Government of Canada on the one hand and the provincial Governments on the other hand, and certain other recommendations which can be implemented by the Government of Canada or a provincial Government. The parole bill is designed to implement a recommendation which is entirely within the dominion field, whereas the proposed conference is to deal with matters in the field requiring joint action.

### CANADIAN NATIONAL RAILWAYS FINANCING AND GUARANTEE BILL

#### SECOND READING

**Hon. John T. Haig** moved the second reading of Bill C-47, to authorize the provision of moneys to meet certain capital expenditures of the Canadian National Railways System during the calendar year 1958, and to authorize the guarantee by Her Majesty of certain securities to be issued by the Canadian National Railway Company.

He said: Honourable senators, this is the usual bill that is brought in every session to vote moneys to carry on the operation of the Canadian National Railways. Part of the purpose of the bill is to guarantee borrowings by the company, and part of it is to provide moneys to buy new equipment, build new roads and so on and to do business for the first six months of next year.

Now, before I deal with the bill at all I want to say we have called a meeting of the Committee on Transport and Communications for tomorrow morning at 10.30. Officials of the company will be there, so if any senator who has any question to ask about the bill will come to the meeting tomorrow morning, whether he is a member of the committee or not, the officials will be very pleased to answer.

Now, honourable senators, this is not a new piece of legislation.

**Hon. Mr. Isnor:** Will the President of the railway be there?

**Hon. Mr. Haig:** As long as I have been in the Senate he has come every year. At least, while I was sitting on the opposite side of the house he came here, and now that I am on the Government side I suppose he will continue to come.

**Hon. Mr. Macdonald:** You criticized the bill quite severely when you were on this side.

**Hon. Mr. Haig:** Not your handling of the bill, my dear sir, but what was contained in it.

I want to deal with the bill for just a minute or two. I think one of the problems

we Canadian people have is the Canadian National Railways. I think we will have it with us for as long as Canada lasts, and so I think that we ought to see if we can investigate the whole system either by a joint committee of the two houses or some other committee that the public will have confidence in, to see what can be done, to see if we can put the road on a fair plane to do business in our country.

Before I go to that subject let me make one further point. It has been said in the press in my city and in other cities that the head of the Canadian National Railways is not a man who rose from the ranks. Let me point out, while that may be true of the President, at the present time two of his outstanding assistants are men who rose from the ranks. They were raised in my own city of Winnipeg, I knew them well, and as boys they played with my own boys; I knew their fathers and mothers well. I refer to the Mr. N. J. MacMillan, Executive Vice-President, and Mr. S. F. Dingle, Vice-President in Charge of Operations. These men, as I have said, started right at the bottom. I think they began as assistants to the office boy, and they have moved up to positions second only to that of the President.

I point to the success of these two men not because they came from my city; they might have been raised in Halifax, Montreal, Saint John, Vancouver, Hamilton, Toronto, London or any other city in Canada, and have had the same story. But they were brought up by fathers and mothers who were conscientious Canadians, who were ambitious that their boys should do well and take their place in the life of this country. And how well they have taken it!

**Hon. Mr. Horner:** It is just unfortunate they were brought up in Winnipeg.

**Hon. Mr. Haig:** It was better that they were brought up in Winnipeg.

It gives me a great deal of pleasure to say what I have said tonight about these two young men. They are the product of our public schools, our high schools and universities. Boys like them come from almost every centre in Canada; even if they came from Blaine Lake, I would still speak for them. I want such men as these to have a fair chance in the operation of their railway in competition with other transportation systems.

Let us look at the Canadian Pacific Railway Company. The man who heads that company was born in humble circumstances in the province of British Columbia, and has risen to top rank in his field. The boys of whom I speak have the same ability, and in