

The argument has been advanced that the Canadian Pacific are not trying with any great fervour to make co-operation a success, and it is not unreasonable to reach that conclusion, for of course if co-operation is a success there will be no further argument for unification.

Hon. Mr. DANDURAND: Hear, hear.

Hon. Mr. ROBINSON: There has been some controversy about the propriety of the Canadian National Railway officials taking a hand in public discussions on this question. If that viewpoint prevails, there is very great danger that the public and members of Parliament will by continued propaganda be gradually brought to what may be a wrong conclusion. In my opinion, the Canadian National officials should be encouraged in every way possible to go into the open forum and present their side of the case. The charge that they are interested in maintaining their own positions and salaries is a flimsy one when one realizes how tremendously interested are the officials of the Canadian Pacific not only in the maintenance of their own salaries and positions, but also in their pardonable desire to improve the financial conditions of that great company.

What we all want, and what this committee has been trying to do for the past two sessions, is to get as much truthful information as possible for our guidance and for the information of the people throughout Canada.

I cannot understand the attitude of those who seem to think it is necessary for the Senate to lay down a definite line of policy. One of my reasons for this is that the Senate is not a governing body. It has already done a pretty good job in ventilating the views of many thinking people upon our railroad problems. The whole of Canada was interested, and the press continually kept the public in touch with what was going on in the Senate committee, and gave a fairly accurate synopsis of the evidence. Our proceedings came to the notice of the members of the Federal Government and of our provincial governments, who became keenly interested. In my opinion it might be much better for the Senate to draw no conclusions whatever unless we can draw a unanimous conclusion, and one so satisfactory to all parties that it will meet with the approval of the country and be a sure guide for the future policy of any Government.

As has already been pointed out, railway problems are not peculiar to Canada, but the Canadian railway situation has its peculiar difficulties because of the geographical nature and extent of our country and because of our comparatively thin population.

Hon. Mr. ROBINSON.

The Canadian Pacific Railway is an outstanding company, and has contributed much to the development of our Dominion. But the contribution has been mutual: Canada in the past has also contributed much to the Canadian Pacific Railway. The fact that the profits of that great company have been reduced to the vanishing point is not the fault of Canada or of the Canadian National Railways, or of bad management by the company. It is the inevitable result of changes in economic conditions practically all over the railway world; and what applies in this regard to the Canadian Pacific Railway applies equally to the Canadian National Railways. We are too apt perhaps to find fault, and to make charges of extravagance. In my opinion both railways have been very well managed, and are being well managed to-day.

I think there is no one in Canada who would not gladly see the return of prosperity to both railroads. We all know that it would be a good advertisement for Canada to have the Canadian Pacific Railway on the high road to success. So my advice to that company is to forget all about unification, waste no more time upon it, attend to the business of running a railroad, and endeavour to put into effect as rapidly as possible an "honest-to-God" system of co-operation which will undoubtedly bring to both railroads most of the benefits that could be obtained by unification. I say this, not as an opponent, but as a friend. I am firmly convinced that unification is impracticable, indeed impossible, and would only result in a confusion of interest and a sad disappointment.

Now I should like to follow up the line of thought already so well developed by the honourable member from Vancouver (Hon. Mr. McRae), and add to the picture he has painted of what would happen in the future if unification became a fact, and a saving of sixty million dollars resulted therefrom. He showed that the Canadian Pacific Railway would earn over 7 per cent on its common stock, and that, on the basis of the past year's performance, the Canadian National Railways would still be in the "red" to the extent of twenty-four million dollars a year. To carry the illustration a little further and capitalize the result to the Canadian Pacific Railway, a little figuring will show that it would be equivalent to a bonus of nearly \$500,000,000.

On the other hand, let us see a little more clearly how it would affect the Dominion of Canada. What about the consequent unemployment, the reduction in employees by the thousand? Who takes care of the unemployed? While it may not be necessary actually to