

Hon. Mr. Macdonald: Under the present financial set-up it made money. Why does the honourable senator say, just because another administration is in power, that the railway is going to lose money for all time to come? I think that is a pessimistic view to take, and I hope it will not come true.

I think we should also find out, in committee, about the volume of passenger traffic and of freight traffic which the railway is now carrying, and if it is anticipated that both will decrease, temporarily or continuously.

Another matter I am particularly interested in is the pool trains, of which we have a limited number, operated by the two large railways. I would like to know if these pool trains are making or losing money. I would also like to know if second-class equipment is used on them; that is, if the better equipment is used where there is competition between the two railways and second-class equipment is relegated to lines on which pool trains are operated. Honourable senators who have travelled from Toronto to Ottawa know what a rough ride it is. Is that because the equipment is second-class or, in other words, pool-train equipment? I am sure honourable senators who make that trip will bear me out, that if one tries to sleep on the night train it is like taking a rough sea voyage and one gets a feeling like seasickness.

Hon. Mr. Brunt: May I point out to the honourable senator that most of the run from Toronto to Ottawa by night is by C.P.R., not C.N.R.

Hon. Mr. Macdonald: I do not know what road the train runs over, but I know it is a pool train, and I defy any honourable senator to sleep on it. I am sure the honourable senator from Hanover (Hon. Mr. Brunt) will agree.

Hon. Mr. Brunt: That is right, but—

Hon. Mr. Macdonald: My question is: Is it because the equipment is second-class? And if so, do the railways put second-class equipment on pool trains because they haven't any competition? It is not fair to provide such poor service to the public who travel between Toronto and Ottawa and on other pool trains which probably are just as uncomfortable.

Honourable senators, there is very little more I have to say about this bill, except that I would insist that it go to a committee.

I am not going to discuss the change of auditors which has already been mentioned, but like the other honourable senators who mentioned this question I am somewhat surprised to find that a reputable firm of auditors which has audited the books of this company

in a satisfactory manner since 1923, with the exception of one year, should suddenly be dismissed, and that one man, not a firm, be appointed instead. I think we should hear more about that change in committee.

Again, I protest against a so-called urgency which does not exist, and I would request the Leader of the Government (Hon. Mr. Aseltine) not to continue to bring these bills forward—

Hon. Mr. Aseltine: I have been doing my best. I could have asked the house to sit on Friday, Saturday and Monday.

Hon. Mr. Macdonald: Well, why not?

Hon. Mr. Robertson: Let us reform the House of Commons.

Hon. Mr. Macdonald: With all due respect to the leader, I think every honourable senator is prepared to sit on Friday, Saturday and Monday, if necessary. What I am asking is, if the Canadian National Railways, according to the statement made here this evening, ran out of money on July 1, why is there such a rush to give it money on August 13? The bill could have come to us earlier if there is so much urgency.

Hon. Jean-François Pouliot: Honourable senators, I have listened with a great deal of interest to what has been said, and I am not going to argue about the diligence of the honourable Leader of the Government, who I am sure does his best to try to accommodate his colleagues. On the other hand, the Government should not have waited until the last moment to bring this bill into the House of Commons. But here we are with the Canadian National Railways yearly bill—an annual performance—and I pay my compliments to its sponsor, the honourable senior senator from Winnipeg (Hon. Mr. Haig), who spoke like Raminagrobis. He left us under the impression that there are only two men in the Canadian National Railways. I know Mr. Dingle as well as he knows him. I have not played with him, and my son did not play with him when he was a lad because Mr. Dingle is rather one of my contemporaries. I do not know Mr. MacMillan except by sight. I presume that he is a great Christian gentleman and that he has many endowments and accomplishments. I do not discuss that at all. These two men from the Canadian National Railways have been named, and we are told that young men should follow their example. But there is a large group of employees of the Canadian National who have been ignored. There are those who have given good service to the railway for many years and who have been set back just on the eve of being superannuated. There are crowds of them in the east, in the Atlantic region,