

they had been allowed to run and had attended to problems within the railroads with the energy with which they have been worrying about this co-operation, both railroads would be much further ahead to-day.

In other words, the effect of what he says is—I do not think I am exaggerating—that voluntary co-operation is a pure loss of time; so we should forget it and allow both railways to attend to their business. Yet, after declaring that the railway condition of this country is such as to endanger the nation's financial stability, my honourable friend opposite (Hon. Mr. Dandurand) offers to the country as a remedy something which experience has shown to be utterly useless, something which a Minister of the Government, who cannot speak without the authority of the whole Government, characterizes as a pure loss of time.

Now may I say a word with respect to the alternative report? I shall be very brief. I know I shall be followed by honourable senators who can defend that report much more ably than I can.

There is one thing which I have been for a long time itching to say to this House. Time and again, when I have been defending a policy which I believed was the only salvation of the country in its present predicament, some of my colleagues have said it was the voice of the C.P.R. that was speaking. That was not kind. Worse still, it was not true. I do not so much mind whether a man is kind to me or not, but—

Hon. Mr. MURDOCK: Would you turn around? I cannot hear what you say. You are speaking to the wall.

Hon. Mr. BEAUBIEN: So far as I know, I never speak to the wall except perhaps when I speak to people who will not listen to me.

Hon. Mr. MURDOCK: Would you mind repeating what you said? I did not hear it.

Hon. Mr. BEAUBIEN: I am reminded of the little boy who said: "Do it again. Mama didn't see you."

Some Hon. SENATORS: Oh! Oh!

Hon. Mr. BEAUBIEN: However, I suppose I must do it again. I said I resented very much hearing some voice say, "Of course that is the C.P.R. speaking," when I was supporting what I thought was a reasonable solution, and the only solution, of the problem in which we are involved.

Some people have very short and very poor memories, but I think that what I am going to read will be recognized by honourable members who are around me; at all events by those who honoured this House with their presence in 1925. Listen to this resolution:

That both the Canadian Pacific Railway and the Canadian National Railways should be placed under the management of a Board of fifteen directors, five to be named by the Canadian Pacific Railway, five to be named by the Government, and these ten to choose five proven, capable business men to complete the Board; these last five directors to hold office for ten years, and to be removed only for cause.

The resolution continues:

The merging of the two railway systems for purposes of operation and administration as above will remove or dispense with duplication in railway tracks and rolling stock, in passenger and freight services, in railway stations from the Atlantic to the Pacific, in telegraph, express, and other services, in offices, in accounting and book-keeping, in numerous other special offices and staffs, in administration boards, etc., etc., and thereby and otherwise save an enormous amount of money to the country.

This was adopted unanimously by the Senate. It continues:

Your committee is of the opinion that the railway question is one of extreme importance and of the utmost urgency; that the constantly increasing public obligation on railway account is approximately two million dollars per week—

It exceeded that last year.

—and that until this problem is settled in some way which will reduce the present enormous expenditure there can be no relief from taxation which is bearing so heavily on all classes—

Those are almost the words of the Duff report.

—nor can there be any move towards the reduction in rates and fares so essential to the prosperity of every inhabitant of Canada.

That report, which carried with it a guarantee of dividends to the Canadian Pacific Railway shareholders, was passed unanimously by this House. To-day there is no question of any guarantee whatsoever. The Canadian Pacific will take—what? It will take its fair share of earnings and its fair share of whatever savings can be made; nothing else. Therefore the resolution passed by the Senate in 1925 was far more favourable to the Canadian Pacific.

What is the condition of our railways to-day? Are conditions so changed that a scheme of that kind is not necessary? Since 1925 the Canadian National has increased the national debt by one-third, and, what is worse, the traffic on the railway, as has been shown in a clear and convincing manner, has fallen continuously since 1921, and is still falling. My honourable friend, in his report, has gone to the trouble of showing to what an extent traffic has decreased up to the present time. Half the trains in passenger service are carrying their full contingent of passengers; the other half are carrying nobody at all. In other words, passenger traffic has fallen by 50 per cent. And what about freight? Practically one-third has gone by the board. Will it ever