

taken in the old days we were told it would consist of one line across the continent, with herring-bone lines running out from the main line. Well, we bought a transcontinental railway—what is now known as the Canadian National Railways—and what did we do then? We bought every jerkwater railway there was in Canada to add to it. Everybody who had a railway that did not pay sold it immediately to the National Railways, and the cost was perhaps double what was originally contemplated. Now this airway is established, and it too has a lot of herring-bones—which are just about as valuable as ordinary herring-bones. I venture to prophesy that in the next five years we shall buy up every branch line of airways running into any mining camp in Canada.

Right Hon. Mr. GRAHAM: It is not necessary to buy any right-of-way, though.

Hon. Mr. LYNCH-STAUTON: I think that if we pass a Bill of this kind we should have in it a section to provide that we shall not purchase any of what are called feeders to these lines.

These air lines will not only compete with the Canadian National Railways; they will also carry the mails. What do the mails consist of? Why are we in such a hurry to deliver mails across the continent? I think that if you divided mail matter into its component parts you would find that it usually consists of patent medicine advertising and—

Hon. Mr. LACASSE: Election circulars.

Hon. Mr. LYNCH-STAUTON: —circulars sent out by members of Parliament to their constituents, and love letters. I do not believe that in every hundred pounds of mail there is one pound that is of any importance. Yet we seem to think there is so great a necessity for haste in delivering it that we should increase the speed of transporting it across the continent from 50 to 150 miles an hour.

Not only am I opposed to public ownership, but I have a constantly increasing regret that I ever voted for the Canadian National Railways at all. I might have known that once we went into the business we would adopt many things that we should not adopt in the way of transportation. Instead of being a benefit to Canada, transportation has become a burden to it. If we had built sufficient facilities for transporting our products across this continent, and no more, they would have been of great assistance to us. Had we stuck to the Canadian Pacific Railway, of which we all were so proud for many years, we should have given employment to a large number of our people in an undertaking that could pay them prop-

erly; but we have so bedeviled the transportation facilities of this country that they are now perhaps the greatest drag on Canada. Year by year we are adding fifty or sixty million dollars to our debt, and there is not the slightest chance of our ceasing to add that sum every year during the lifetime of any honourable member of this House.

Everybody knows in his heart that, beyond any doubt, the day will come when our transportation system will either destroy our credit or bankrupt our country. I know that all Canadians realize this to be a fact. Yet, no matter which party is in power, Parliament dare not do anything about it. It is afraid of the subject. Regardless of what the railway asks or proposes, the Parliament of Canada must bow down to it.

It is said that the Canadian National Railways want this Bill. I can hardly believe that. I do not think the Canadian National officials originated this idea at all. I think that for once in their lives, the only time since the system has been established, they are acknowledging that the Government is their master.

Hon. FRANK P. O'CONNOR: Honourable senators, I should like to say just a few words in regard to this Bill. I have not prepared anything at all, but I thought I might make a few observations based on my insignificant experience with transportation by air. Now, it has been said that a large part of our mail consists of patent medicine advertising, love letters—

Right Hon. Mr. GRAHAM: Candies.

Hon. Mr. O'CONNOR: —whatever the case may be. But I think honourable members would be glad to have the revenue, or even one-tenth of the revenue, that the Post Office Department receives for carrying mail in just one year. Just as there are means of producing that revenue, there must be means of increasing it. The modern way of stimulating business is to create your own opposition. Take for illustration the Imperial Tobacco Company. That company does not sit idle and wait for a competitor to bring out a new cigarette. No; it brings out one itself, a new brand, and in this way creates its own opposition. It will push the sales of that new brand just as hard as any competitor would, and make that new brand compete with all its other brands. What is the idea behind that method? It is to enlarge the jack-pot, so to speak, for the general benefit of the company.

Hon. Mr. LACASSE: It is the same with motor-car companies.