

railways in Canada by imposing an extra charge upon the grain producers of this country, who already are sorely tried by many adverse economic conditions, and to lay the whole burden upon the shoulders of that portion of the public.

Hon. J. T. HAIG: Honourable members, I thought that perhaps someone who was in favour of the Bill would rise to speak. My views are very much those of the honourable gentleman who has just preceded me.

As a representative in this House of one of the Western Provinces, I ask how this Bill is framed. First there is the section dealing with water transport. I shall come back to that later. Then there is the section dealing with transport by air, which is largely a new mode of transportation. The Bill provides that there shall be regulation of transport by air between urban places and upon agreed routes. To that there can be no very serious objection. Then there is a section dealing with transport by highway—a section which the Minister himself really eliminated from the Bill when, in answer to the question put by myself, "Do you intend, if the provinces do not agree, to put the highway sections into operation?" he said: "No, not without the consent of the provinces." Well, the province of Ontario through its responsible Minister has said it would not consent, and the provinces of Manitoba and Saskatchewan, through counsel appearing before the committee, have said they would not consent. I understand that the Ministers of the province of Quebec also have said they would not consent. I cannot imagine any province that would consent.

What is the issue involved in this Bill? We as Canadians are asked to try to protect the position of our railways. The railways of Canada are one of the problems of the people of Canada. Investors in Great Britain and the United States say that we must solve our railway problem or we cannot hope to have the confidence of the outside world with respect to the investment of money in this country. At the present moment great pressure is being brought to bear upon the managements of the railways to induce them to increase the salaries of employees. A strike vote is now being taken, and union officials say that if wages are not restored to their former level there will be a fight to a finish. Last year we voted some \$43,000,000 to pay the deficit of the Canadian National Railways, and the Minister of Finance has said that next year probably \$35,000,000 would be required. For many years the Canadian Pacific Railway paid no interest on the capital

Hon. Mr. GRIESBACH.

invested in that corporation. We as Canadians, therefore, being responsible to the world for the money that has been invested in our railroads, are naturally eager to do anything we can to put these roads on a paying basis. With that I am in entire accord.

Hon. Mr. DANDURAND: Would the honourable gentleman allow me to correct a statement he has just made concerning the obligations of the Canadian Pacific Railway? He said that the interest had not been paid.

Hon. Mr. HAIG: The interest has been paid on the bonds. What I meant to say was that no dividends had been paid on the common stock. For instance, I happen to know a widow in Western Canada who is about seventy-five years of age. She had one hundred shares of stock. Before her husband died he directed her to hold that stock. Later there was a new issue of stock, and she now has four hundred shares. She used to get a large income by way of dividends on her stock, but now she gets nothing. She is complaining bitterly about the loss of revenue.

Hon. Mr. DANDURAND: I was simply correcting my honourable friend.

Hon. Mr. HAIG: It was my language that was wrong, not my idea.

That is the situation with regard to our railways, and we as senators from the different parts of Canada are, I think, unanimously in favour of doing anything we can to improve that situation. I do not believe, however, that the people of Canada expect us to do anything that would impose an unfair burden on anybody. The representation in this House is not like that in the Commons, where there is one member for every block of 40,000 people. In this House the Maritime Provinces have as many members as the great province of Ontario or Quebec. The Western Provinces have no more members than the Maritime Provinces. For this reason I think it is our duty to see to it that in matters of legislation each of the different parts of Canada gets a fair deal as compared with the other parts.

Now, what do we find as respects this Bill? Even with the amendments which my honourable friend the leader of the Government has moved, the only change that can possibly take place is an increase in rates on goods going into or coming out of Western Canada. That is the only benefit this Bill can give.

Hon. Mr. DANDURAND: That is a statement I will not accept.