

says the trans-Canada air service is to carry express. The best paying business the railways of Canada have is the express business.

Hon. Mr. LYNCH-STANTON: And passenger traffic.

Hon. Mr. DUFF: I am coming to that. The most profitable business they have is the express business. Of course I am not in the confidence of the Minister of Transport or his officials—and I do not blame the Minister of Transport or the Government for that—but there are some officials of this country who, instead of the ministers and Parliament, are running this country—

Some Hon. SENATORS: Hear, hear.

Hon. Mr. DUFF: —and somebody got the idea of presenting this Bill to allow the Canadian National Railways to compete against themselves.

As I say, the first thought was to ask the Canadian National Railways—which means the Government, which means the taxpayers of the country—to put up fifty-one per cent of the \$5,000,000. For some reason or other they would not subscribe one cent, and now you and I have to put up the whole \$5,000,000. For what? For the carrying of express which the Canadian National Railways carry to-day for the benefit of the public, and which they deliver in fairly good time. That is the first thing.

In the second place, this Bill says that the trans-continental air service is going to carry mail. I do not know how you gentlemen feel about it, but I wish to Heaven I never received a letter, whether it contains a bill or not. Already we get our letters too quickly. If they are sent by air mail we are going to get them more quickly than ever, and business will be taken away from the railways of the country.

Then there is the third point. Not only are the airways going to take express and mail away from the railways, but they are going to take passengers also. Surely we should stop, look and listen. Why should the Canadian National Railways go into competition with themselves? I say it is all wrong. If private companies want to risk their capital by investing in a trans-Canada air service, that is their business, and we as taxpayers and as shareholders of the Canadian National Railways cannot utter a word against it. But I say that we, as the custodians of the property of the people of this country, particularly in view of the load that has to be carried in respect of the Canadian National Railways, have no right to pass this Bill. At all events, before the Bill is passed

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it should be seriously considered by a committee of this House, and we should find out from the public whether they are in favour of the measure or not.

Hon. Mr. DANDURAND: Apparently my honourable friend did not hear me when in explaining the Bill I said it would go to the Railway Committee.

Hon. JAMES MURDOCK: Honourable senators, it seems to me that before saying the people of Canada should not have some reasonable control over the air service of this country we should take into consideration present-day conditions. Only yesterday I learned of a very striking incident illustrating the necessity of a service of this kind. On Monday of last week a prominent resident of the city of Ottawa received a telegram stating that a dear relative was sick unto death in Vancouver. This resident left here at one p.m. the same day and arrived in Vancouver at noon the following day. Five different planes were used on the trip across the continent, changes being made at Albany, Newark, Chicago, and Denver or Salt Lake—I am not sure which. Canadian money which would presumably have remained in Canada if a Bill of this kind had been passed, went into American channels. The relative, unfortunately, died a week ago this evening, and the person who left Ottawa by plane started back by train with the body, arriving here last Saturday evening. That, it seems to me, is a striking illustration of the changed conditions in the matter of transportation.

Will we not permit the great Canadian National Railway System to keep up to date by the establishment of an air service which will handle passengers, express and freight from one end to the other of this Canada of ours, if such a service would be of benefit to the railways and also to the citizens of Canada? I think we should be very short-sighted if we did not enable the railways to establish transportation facilities in keeping with modern conditions.

My honourable friend (Hon. Mr. Duff) will say, of course, "Let some private concern handle that business." I am not going to enter into an argument on that point. The question, it seems to me, is whether or not we will give the Canadian National Railways, under a law passed by the Commons and the Senate of Canada, a right to take advantage of the changes which have occurred in the transportation field within the last few years.

Hon. GEORGE LYNCH-STANTON: Honourable senators, I object to this Bill for two reasons. We know that when a trans-continental transportation system was under-