

managed that if it is compelled to operate on a wholly unsound basis it will be in no danger of insolvency. If my honourable friend wants to avoid the calamity of government ownership and operation of the Canadian Pacific, the way to do it is to avoid the danger of bankruptcy. Just acquiesce in the continuance of policies which mean unnecessary waste to the Canadian Pacific, to the Canadian National and the whole country, and you help to push not only the nation, but its greatest property, the Canadian Pacific, along the road to destruction. That danger can be avoided by taking sound courses, which reduce costs without curtailing services. Get rid of duplication, cut out the wastage of tens and scores of millions, and you will avoid the approach of insolvency and the peril of government ownership.

We all know there are economic laws which no man or group of men and no country has ever successfully defied. We may impede their operation, if we are foolish enough, but we shall have to pay the price; we may ignore them, if we are stupid enough, but they will sooner or later grind us to powder. It may be important for some to watch and to seek acclaim by echoing the moods of the populace, and to forge their opinions in the light of what they think the people like. But surely that is not the duty of the Senate of Canada! Surely if we have one function it is to point the way and try to advance public thinking toward settlement of business problems on business lines. What we have in front of us is nothing but a business problem. If the Senate of Canada is to disregard its duty—and I say with reluctance that this session we have made in that respect a more sorry performance than I have ever seen before—then let us retire from these seats of emolument and dignity, and let us go back among the masses of our people, whom we are always ready to load with burdens, and always eager to flatter and cheer, but whom we fail to serve.

Hon. Mr. MURDOCK: Honourable senators, I would move adjournment of the debate.

Hon. Mr. DANDURAND: Would my honourable friend permit me to speak? I have already spoken on the report, but now I wish to discuss the amendment moved by my honourable friend from Montarville (Hon. Mr. Beaubien), and anyone who wishes may follow me.

Considerable ground has been covered by my right honourable friend opposite (Right Hon. Mr. Meighen). I will deal first with the latter part of his speech. He does not want to see the Canadian Pacific slipping gradually into bankruptcy. He has heard my hon-

ourable friend from Vancouver (Hon. Mr. McRae) say that last year the Canadian Pacific's railway operations proper resulted in a deficit, and he fears for the morrow. So he urges that we proceed in such a way as to prevent the Canadian Pacific from going down grade—

Right Hon. Mr. MEIGHEN: And ourselves.

Hon. Mr. DANDURAND:—and at the same time to protect ourselves against amalgamation and the monopoly of state ownership of railways. If my right honourable friend is sincere—and I do not doubt that he is—in affirming opposition to state ownership and railway monopoly, I would tell him that unified management, which he favours, would inevitably lead to unification, and ultimately to amalgamation. If there had to be amalgamation, my right honourable friend would prefer that it be under private control rather than under the State, but I think I am right in saying that the country at large would not agree with him. It is safe to say that the public are not at present disposed, nor will they be disposed in the near future, to confide control over 42,000 miles of railway, nearly \$300,000,000 of annual expenditure, and 150,000 men—who would represent probably 150,000 families—to a small group of citizens, however select.

I have had experience in observing the administration of large railway systems, and I know something of what their influence in the country is. I feel it to-day in the propaganda which is being carried on in Canada from the Atlantic to the Pacific by one of our railways, the Canadian Pacific.

Right Hon. Mr. MEIGHEN: Control over the whole thing is in the hands of a very few men now.

Hon. Mr. DANDURAND: The private institution known as the Canadian Pacific Railway is in the hands of an executive of its shareholders. We have nothing to complain about as to that. But the Canadian National Railways are administered by a board appointed by the Government and under the supervision of Parliament.

My right honourable friend urges that if we want to save the country and the Canadian Pacific Railway from disaster, we should put both railway systems under unified management and thus reduce administration costs. The Bennett Government came into power in 1930 with the slogan "Competition ever, amalgamation never." To that slogan the people had responded—

Right Hon. Mr. MEIGHEN: "Amen."