

tion, but it happened so long ago I have forgotten the name. That was done, not by a cattle buyer at all, but by an unscrupulous lawyer who, with some other chap, conceived the idea of building a stockyard in Montreal.

I have been in the cattle business for a great many years and have never failed to pay what I agreed to pay. I remember one case in which I gave a man in Medicine Hat a cheque for thirty or forty cattle. Six years later my banker communicated with me and said he had this cheque, and asked if he should cash it. I said: "Yes. Send it in. I thought it was lost." I have never known of more than one or two men in the cattle business who went crooked.

There is no need for a string of inspectors such as is proposed. Under this system a man who wants to buy in various parts of Canada will not be able to wire and get the stock out of the packer's yard, which is supervised by a commissioner appointed by the Government, or by some other custodian who probably knows nothing at all about the business. The cattle business is a practical business and requires practical men behind it, and without those men it will never amount to anything in this country.

I remember when we sorted our cattle in the public stockyards. What were they built for? Take the magnificent yard in Winnipeg for instance. Under this Bill, the cattle will be run into a packer's yard where there is a Government supervisor. The right way to dispose of live stock is to send it to the open market and let the buyers bid for it. In the old cattle market in Toronto the gates were thrown open at eight o'clock, and the buyers went into the pen and made a deal with the man who had cattle to sell. You are going to regulate out of business the old cattle drover, the man who did so much to build up the live stock industry. He did not go into any packer's yard; he dealt on the open market.

The motion was agreed to, and the Bill was read the second time.

### DIVORCE BILL

#### FIRST, SECOND AND THIRD READINGS

Bill N3, an Act for the relief of Lucy Violet Siggins Hopson.—Hon. Mr. Robinson.

The Senate adjourned until to-morrow at 3 p.m.

Hon. Mr. MULLINS.

## THE SENATE

Wednesday, May 24, 1939.

The Senate met at 3 p.m., the Speaker in the Chair.

Prayers and routine proceedings.

### CANADA'S RAILWAY PROBLEM

#### REPORT OF SPECIAL COMMITTEE

The Senate proceeded to consider the report of the Special Committee appointed on March 30, 1938, to inquire into and report upon the best means of relieving the country from its extremely serious railway condition and financial burden consequent thereto.

Hon. **RAOUL DANDURAND**: Honourable senators, two members of our Senate have signed this report. One is supporting it heartily and the other faintly. I have been asked by my right honourable friend (Right Hon. Mr. Graham) to move adoption of the report, which I myself had moved in the committee.

The report of your Special Railway Committee expresses the views of the majority which adopted it. Perhaps it would suffice that I should simply read this report; but it is already printed in our Minutes and in the Senate Hansard. I deem it my duty, however, to stress a few points, in order more fully to convey to you my views thereon.

When the Senate appointed a special committee to examine into our railway problem, it surely did not visualize the importance of the mandate which was being given to twenty of its members. I express this view since the senators who were thus chosen to explore the problem did not at all realize that it was a world problem which they had been instructed to study. I make bold to say that there were many things of which we were ignorant at the outset, and of which we became aware in the course of our investigation.

We found that the ills of our railways were during the last few years common to most of the railway systems on the continents of Europe and America. We found, too, that we were confronted with the study of the whole transportation system of Canada, of which the railways were but a part, and that rivals had arisen which were challenging the railway monopoly and sucking its life-blood. We found also that the most damaging form of competition had come from the highways, utilized for freight and passenger service, and also from our inland waters.