

at it from the lawyer's point of view in regard to legislation. The educated public, I think, will regard this Bill as irrevocable. Nobody contends for one moment, much less a lawyer, that Parliament cannot repeal anything it enacts; that is my view. I do not suppose it is going to prevail.

The CHAIRMAN: Supposing there were an election to-morrow, there are powerful forces in existence and they can exert powerful influence in a campaign if they wish to do so. Supposing further that the Prime Minister or his opponents would say? If you elect my party we will repeal this Act by order in council. Would that be a good thing? Is this not an invitation to make that part of the Bill a subject of party conflict?

Hon. Mr. CALDER: It can be done without that suggestion.

The CHAIRMAN: But this is an invitation to do it.

Hon. Mr. LYNCH-STAUNTON: It may be you are right.

Some Hon. SENATORS: Question.

Hon. Mr. LYNCH-STAUNTON: It struck me as a desirable condition.

Some Hon. SENATORS: Question.

The CHAIRMAN: This is the motion by Senator Lynch-Staunton:

That the following section be added as Part IV to the Bill:—

Nothing in this Act shall be construed to confer any vested rights in the Trustees or to commit Parliament irrevocably to the scheme of management and operation of the National Railways; and Parliament shall be at liberty, without accusation of bad faith, to repeal, alter, or amend this Act as it may be proper in the public interest.

The motion was rejected.

Hon. Mr. MURDOCK: Mr. Chairman, is it the intention to go over the Bill now clause by clause?

Right Hon. Mr. MEIGHEN: We do not need to do that, Senator Murdock. In fact, we are done with that, but there are certain clauses that have not been passed. The one that would come before us first would be (g) of clause 3, Pacific Railways.

Hon. Mr. MURDOCK: I wonder if I could impose upon the patience of the committee and ask them to consider Part II a little further with a view to doing something that I regard and that I hope many others may regard as a very important matter in connection with the application of this Bill. We will all agree that a very large share of the economies that are going to result to the people of Canada from this Bill will come from the employees of the railroads. Section 16 provides for co-operative measures, plans and arrangements by the C.N.R. and C.P.R., and sub-clause (2) says:

Without restricting the generality of the foregoing, any such measures, plans or arrangements may include and be effected by means of—

(c) joint trackage, running rights, joint ownership, or joint operating agreements, depending upon the nature of the property or services included in any co-operative plan.

Now, if some of these things are put into effect—and no doubt many changes will be made along these lines—the persons who will be affected most will be the employees, for lesser man power will be required. Senators Lynch-Staunton and Calder referred the other day to the possibility of the Canadian Pacific line from Sudbury to Port Arthur being discontinued. I do not fear anything of that kind, but it was looked upon as something that could possibly happen. Let us visualize this.

Hon. Mr. BALLANTYNE: That was only a dream.