

the chamber, but of the Railway Committee, that I cannot recall at the present moment a more sympathetic disposition on the part of members to give their best consideration to an important amendment than they did on that occasion, notwithstanding many of them were very strongly opposed to the principle which it proposed importing into the Act. It was a very radical principle. Even those of us who were sympathetic with the amendment had to recognize that the immediate abdication, so to speak, of Parliament, of its function to the Railway Commission to pass with a degree of finality upon the location was certainly a unique principle in railway legislation. I urged the amendment as strongly as I possibly could, both upon the chamber and in the Railway Committee, and as I have already said, I received the most sympathetic consideration of the principles embodied in the Bill. I discussed the matter with the Minister of Railways when the hon. gentleman from Mille Isles suggested that the principle should be reversed, the submission to the Railway Board being made a condition precedent to the application for a Bill. We had then reached a very late hour in the session, and the Minister of Railways could not give me any assurance that the adoption by the Senate of that amendment would be approved of by his colleagues in the House of Commons, not only the Railway Committee of the House of Commons, but the Government and the House of Commons itself. He agreed with me that, under the circumstances, as we had practically reached the eleventh hour in the session, and as the province of Ontario had not responded or attended the Railway Committee, and particularly the officials interested in the Hydro-Electric, although notified, we therefore were justified in saying that the matter would receive our best attention in the immediate future. The criticism just read with reference to this amendment is, in my judgment, entirely indefensible, because I am prepared to say that the members of this Chamber, on both sides of the House—those who ranged themselves in favour of the amendment and those who were for the time being opposed to the amendment—were prepared to give the most careful consideration to the proposal that had been made, and had we not reached such a late stage in the session I have no doubt we would have come to a very satisfactory conclusion.

Hon. Mr. LOUGHEED.

Hon. Mr. WATSON—I might say, in addition to what has been stated by the hon. leader, who had charge of this Bill as a Government measure, that he informed us that the Minister of Railways would not accept the other two Bills with any amendment.

Hon. Mr. LOUGHEED—No.

Hon. Mr. SPROULE: I was just about to say that I think the blame is properly attachable to the Railway Committee, not to the Senate. Any committee of this House is in duty bound, according to our rules and procedure, to report every Bill sent to them by the House, but in this case they failed to discharge their functions and report the Bill; therefore the House could not deal with it.

Hon. Mr. WATSON: The Bill is still before the committee.

Hon. Mr. LOUGHEED—We will deal with it yet.

Hon. Mr. DAVID—I hope the hon. gentleman will publish his good remarks.

The Senate adjourned during pleasure until 4.15 p.m.

THE PROROGATION.

At 4.15 p.m. the Senate was resumed.

The Right Honourable Sir Charles Fitzpatrick, G.C.M.G., Chief Justice of Canada, Deputy Governor General, having come and being seated on the Throne.

The Honourable the Speaker commanded the Gentleman Usher of the Black Rod to proceed to the House of Commons and acquaint that House that,—“It is the Right Honourable the Deputy Governor General’s desire that they attend him immediately in the Senate.”

Who being come with their Speaker;

The Clerk of the Crown in Chancery read the Titles of the Bills to be passed, as follows:—

- An Act relating to the Superior Courts of Saskatchewan and to amend the Judges’ Act.
- An Act respecting Colonial Bank (Canada).
- An Act respecting British Trust Company.
- An Act respecting The High River, Saskatchewan and Hudson Bay Railway Company.
- An Act respecting The Toronto, Hamilton and Buffalo Railway Company.
- An Act to amend The Dominion Forest Reserves and Parks Act.
- An Act to amend The Bank Act.
- An Act for the relief of Christopher Sinclair.
- An Act for the relief of Hope Fothergill Bailly.
- An Act for the relief of Robert Charles Vondrau.