

In the session of 1925 further Canadian National Branch Lines Bills were introduced, providing for the construction of two of the lines rejected in 1924. In the case of one of these lines the mileage was reduced from 115 to 27, with, of course, a proportionate reduction in the cost; and in the case of the second line there was a reduction in the mileage from 102 miles proposed in the 1924 Bill to 67 miles in the 1925 Bill, and, again, with a proportionate reduction in cost.

According to the records of the Senate, the action of this House with respect to those branch lines resulted in a total saving of \$10,634,000.

In 1925, the Senate opposed a measure passed by the House of Commons to recoup those who had lost money in the Home Bank failure to the extent of \$5,450,000. In the Senate this amount was reduced to \$3,000,000, and thus a saving of \$2,450,000 was effected.

Without adding other examples, it may safely be said that on the basis of figures definitely ascertainable, and of conservative estimates where actual figures were not available, the Senate has saved the country by its action in amending or rejecting bills a total of at least \$103,650,000. And even that total does not tell the whole story. But it ought to be sufficient to give pause to those who at times assume the role of authorities on the functioning of Parliament, and who, when they come to deal with the Senate, display their fitness and impartiality by looking at only one side of the ledger—and that the debit side.

And, now, a final word as to our predecessors in this Chamber—the men who strove, as the records show, to preserve the character with which the Senate was invested by the Fathers of Confederation, and at the same time strove also to increase its usefulness. No longer do they dwell amongst us. They have gone to that “undiscovered country, from whose bourne no traveller returns.” Among them were types of the highest and best in Canadian citizenship. To recall but a few: there were two Prime Ministers of Canada, Hon. J. J. C. Abbott and Sir Mackenzie Bowell; two former Provincial Premiers, Sir Oliver Mowat and Sir George W. Ross; Cabinet Ministers with portfolios and Cabinet Ministers without portfolios; great merchants like Sir George Drummond of Montreal, Hon. John McDonald of Toronto, and his fellow citizen, Sir Frank Smith—the man who, when all seemed lost in the darkest days of the Canadian Pacific Railway’s construction, saved that enterprise from complete collapse by securing for it the Government subsidy which

had plunged into the depths of despair Sir William Van Horne, Sir George Stephen and all the others who had tried to obtain it and failed. By his action in that instance Sir Frank Smith saved not only the Canadian Pacific Railway, but the financial solvency of the Dominion as well. Also deserving of grateful remembrance were distinguished members of the legal and medical professions, and of many other branches of our national life, all of whom made substantial contributions to the country’s material welfare. They did more. They upheld the dignity, the self-respect and the independence of Parliament, thus creating a tradition of sustained public service, the study of which may often afford both relief and inspiration, particularly in these iconoclastic days.

Right Hon. Mr. GRAHAM: Honourable senators, if no other honourable member desires to-day to take part in the discussion which undoubtedly will develop on this question, I would move adjournment of the debate until next Tuesday. My colleague who sits to my right (Hon. Mr. Dandurand) will then be present to continue the discussion.

The motion was agreed to and the debate was adjourned.

## FISHERIES BILL

### THIRD READING

Bill 7, an Act to amend the Fisheries Act, 1932.—Right Hon. Mr. Meighen.

## OTTAWA AGREEMENT BILL

### THIRD READING

Bill 8, an Act to authorize an agreement between His Majesty the King and the Corporation of Ottawa.—Right Hon. Mr. Meighen.

## IMPORTATION OF INTOXICATING LIQUORS BILL

### SECOND READING POSTPONED

On the order:

Second reading of Bill 3, an Act to amend the Importation of Intoxicating Liquors Act.—Right Hon. Mr. Meighen.

Right Hon. ARTHUR MEIGHEN: Honourable members, I do not intend to proceed with this motion to-day. It is only right to state that the reason for the delay is to accommodate the Bill as far as we can to the demands of the provinces of Alberta and Manitoba.

Hon. Mr. KING: And British Columbia.