

sure that all Canadians hope that this bill, resulting as it does from a study of transportation matters which began in 1959, will be successful in helping to solve the transportation problems of our country as well as assisting in the building of a greater Canada.

Hon. A. Hamilton McDonald: Honourable senators, there are four matters to which I would like to refer this afternoon.

I would refer first to the part played in the public life of Canada by the late M. A. MacPherson; I would refer to some matters which have been discussed by previous speakers on this bill; and I would also like to give some of my impressions of the power that I think the bill before us has in influencing the development of this country, in developing the nation in which Canadians will live 50 or 100 years from now. I would also like to make some remarks with regard to grain handling facilities, our country's elevator system in western Canada, in the hopes that I have that this legislation, and the policies that evolve out of it will result in modernizing the grain handling facilities in western Canada.

We all realize that the late Mr. MacPherson was a resident of the Province of Saskatchewan and of the City of Regina for most of his life. When Senator Thorvaldson referred to Mr. MacPherson not having been born in western Canada but in the Maritimes, my colleague Senator Smith (Queens-Shelburne) said that would be no handicap. It obviously was not, because the late M. A. MacPherson was a master in many fields. He was a prominent lawyer, heading one of the largest law firms in western Canada, he himself specializing in corporate law. In my view he had few equals in that field, either in western Canada or in all Canada. Apart from his legal practice, he was very active in the formation of and in participation in many companies that are active now in western Canada. The commission that we have been talking about for the past day or two is not the only commission on which the late M. A. MacPherson served. He served on many provincial and national commissions throughout his lifetime and was recognized in every instance as an expert in whatever field of endeavour the commission was set up to investigate.

He played a very active role in the political life of the province of Saskatchewan and of this country. It is only too bad that he had not lived to see the day when this legislation would be placed before Parliament and the day it would become the law of the land.

The honourable sponsor of this bill (Hon. Mr. Deschatelets) when proposing the second reading, did a great service for all senators in that by his rather full explanation I am sure all of us have a far better knowledge of the total content of Bill C-231 than we had prior to his introductory remarks. I congratulate him on his effort.

I think of all honourable senators who have taken part in this debate and who have made such excellent contributions. I wish to refer first to the comments by the honourable Leader of the Opposition (Hon. Mr. Brooks). He referred to Bill C-231 as broad legislation and he said it would be the application of this legislation which would tell the story. I think that is a true and an honest assessment of this piece of legislation. It is broad enough and has the authority necessary to do all these things which would develop the transportation system for this nation and help to develop the type of Canada that you and I would like to leave for Canadians yet unborn. Honourable Senator Brooks went further and said he was sure that, in the application of this legislation, concern would be given so that fair play would be received by all Canadians, regardless of the part of Canada in which they live. I think that is possible under the legislation.

This leads me to some comments on the remarks of Senator Thorvaldson. I know you are aware that I have no legal training, and I do not attempt to get into legal arguments involved in past legislation and commitments that may have been made. But I think I can sum up very briefly the feeling of people in Western Canada. They believe that great areas of land and natural resources were given to the railroads in perpetuity in exchange for a rate on grain in perpetuity, period.

A cartoon in one of the eastern newspapers a few days ago depicted the problem very well. Some of you may have seen it. It depicted an area that had at one time been a forest but in which there was now just one tree left in the middle. All around that tree were the stumps where other trees once stood. The one tree that was left had a crow's nest in it with a couple of crows sitting out on the branch looking at their young. Well, woe-betide the woodsman who cuts down that tree.

That reminds me of a story I heard about a big Swede who was acting as straw boss for a lumber camp in Northern Canada. It was in the fall of the year when they were taking on new employees. He was standing out in front