

Privy Council Appeals

assume all the duties of self-government. We cannot call ourselves a self-governing dominion as long as we allow such an important function of government as the judicial function to be exercised for us by a tribunal not our own. The British Coal Corporation case decided an important point. Viscount Sankey spoke of the regulation and control of appeals as a prime element of Canadian sovereignty. As long as we tolerate a continuation of appeals to the Judicial Committee of the Privy Council, we cannot claim Canadian sovereignty; we cannot claim that we are a self-governing dominion. It is more consistent with the best that is in the British constitution that we should prohibit appeals than that we should any longer retain them. As a devout believer in Canada, and in its destiny as a great nation, and as a devout believer in the fundamentals of the British constitution which underly the Canadian constitution, I welcome the abolition of all appeals to the Judicial Committee of the Privy Council as the assertion of a national right and the assumption of a national duty.

Furthermore, as the Minister of Justice has stated, the abolition of appeals to the Judicial Committee of the Privy Council will strengthen the Supreme Court of Canada and raise it in the esteem of the Canadian people. Its decisions and its importance as a national institution have been lessened to some extent by the fact that its judgments are not final, but are subject to review and reversal by a body outside of Canada. It should be the duty of Canada to attract the ablest and best of our Canadian lawyers to our supreme court bench and make the Supreme Court of Canada a great institution for the maintenance of Canadian unity.

May I again thank the hon. member for St. Lawrence-St. George for the great service he has performed in introducing this bill. The prohibition of appeals to the Judicial Committee of the Privy Council is an essential step that should be taken at this stage of our history. It is necessary to the reconstruction of Canada as a great nation, and it is necessary to the maintenance of that new nation if we have the courage to face the task of reconstruction. A belief in the destiny of Canada will give us the necessary courage. It is with great pleasure that I support the second reading of this bill.

At six o'clock the house took recess.

[Mr. Thorson.]

After Recess

The house resumed at eight o'clock.

PRIVATE BILLS**CONSIDERED IN COMMITTEE—THIRD READING**

Bill No. 67, respecting the Canadian Pacific Railway Company.—Mr. Turner.

SECOND READINGS

Bill No. 85, for the relief of Dorothy Dean St. Clair Ross.—Mr. Jacobs.

Bill No. 86, for the relief of Frances Margaret Stewart Butler.—Mr. Walsh.

Bill No. 87, for the relief of Agnès Le Blanc Archambault.—Mr. Walsh.

Bill No. 92, for the relief of Louise Anderson Lindsay.—Mr. Macdonald (Brantford City).

Bill No. 93, for the relief of Kathleen Helen Frances Penfold Findlay.—Mr. Walsh.

Bill No. 94, for the relief of Mary Esther Wahl Watt.—Mr. Walsh.

Bill No. 95, for the relief of Grace Barlow Sunbury.—Mr. Ross (Moose Jaw).

Bill No. 96, for the relief of Irene Marjorie Wiseman Litwin.—Mr. Lawson.

Bill No. 97, for the relief of Lorraine Olive Lafontaine Caron Pilot.—Mr. Emmerson.

NIAGARA FALLS OBSERVATION BRIDGE COMPANY

The house resumed from Tuesday, April 5, consideration in committee of Bill No. 15, to incorporate The Niagara Falls Observation Bridge Company—Mr. Damude—Mr. Johnston (Lake Centre) in the chair.

On section 8—Power to construct bridge.

The DEPUTY CHAIRMAN: When the bill was last before the committee section 8 was under consideration.

Mr. CLARKE (Rosedale): After listening carefully for some time to the arguments pro and con the proposals for each of the bridges, I have come to the conclusion that neither of them represents the proper kind of bridge to be erected. In my opinion a bridge should be constructed as soon as possible and be absolutely free of tolls. When the private bridge company had its property removed by an act of nature, there was removed something which had been obsolete for some years, and an opportunity was given to Canada and the United States to erect a structure worthy to connect these two great Anglo-Saxon countries. For a number of years both countries have been trying to remove tolls from their roads and bridges, and