

had the courage to grapple with that situation, which already had come before Parliament two or three years ago. My right honourable friend to my right (Right Hon. Mr. Graham) knows something about that. The Minister of Transport has offered this measure to Parliament, and has suggested that the proper place to examine and review the measure, and to modify and improve it, is the Senate of Canada. I hope we were not unequal to the task. From the statements I heard this afternoon it would seem that we have modified and improved the Bill.

My right honourable friend (Right Hon. Mr. Meighen) said the other day, and perhaps again this afternoon, that the measure had very few friends. Then he added—if not this afternoon, two or three days ago, when the report came before the House: "Oh, yes, everyone is in favour of regulation except for himself." It was then that I said that such was the state of mind of those representing private interests, and suggested that the Senate of Canada should have a wider horizon. I am not sure, but the impression lingers in my mind that in the debate on the Address the Right Hon. Mr. Bennett congratulated the Minister upon his courage in announcing this legislation.

Some Hon. SENATORS: Hear, hear.

Hon. Mr. DANDURAND: Will the Senate of Canada, which stands above the passing prejudices and fears of the people, be more timid than that right honourable gentleman about giving this legislation a chance to be tried? I think it was my honourable friend from Saltecoats (Hon. Mr. Calder) who said that the Government would be well advised to postpone the Bill for a year in order that the situation might be examined into for the purpose of seeing if there was not some other means of attaining the same end. With all due respect to the honourable gentleman, I really believe it would be inadvisable to follow his suggestion, because if the Bill passes—I do not know whether it will pass the Commons or not—two or three years would be required in order to give it a fair test.

Right Hon. Mr. GRAHAM: It would not come into operation anyway unless it was proclaimed.

Hon. Mr. DANDURAND: It has been said that to introduce such legislation as this is to run a formidable risk politically. Well, I am somewhat proud of the man who stands up and takes the risk if he believes it is in the interest of Canada to do so. I have more

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than once said to public men who faced a situation the solution of which seemed to be contrary to the popular will, that one should take the risk, for in losing his soul he is saving it.

Some Hon. SENATORS: Oh, oh.

Hon. Mr. DANDURAND: I refer to his political soul. So, in view of the efforts made by the Minister of Transport, I suggest that the Senate should do something to cope with the present situation. We are all thoroughly familiar with the danger the railway situation presents. We are aware of the millions that have been put into our railways. We know that we have had to meet a deficit of \$47,000,000 or \$50,000,000 a year. It is suggested that this is a half-hearted attempt to meet the situation and may not produce very much in the way of results; but I believe that if the principle of regulation is a good one we should ask the Commons to pass upon it.

I recognize the right of the Senate to express its opinion even upon a Government bill initiated here. I believe that party feelings and party advantage should and do play a very small part in this Chamber. It has been my effort to examine each bill or proposal that has come before us upon its merit. I believe there is merit in this Bill. I do not know how it will work, but I have confidence in the Railway Board, which is our guarantee for the future, and in view of the situation ahead I move the third reading of the Bill.

Hon. Mr. McMEANS: Would the honourable gentleman permit a question? I ask it with the greatest deference, and not for the purpose of getting him to express an opinion. Will he assert on his responsibility as a senator of Canada that if clause 4 of this Bill passes there will be no increase in freight rates from Fort William?

Hon. Mr. DANDURAND: My answer has been in express terms that no ship that is in the trade to-day will be refused a licence; so we may be assured that we shall have as many ships as we had yesterday. As to the future, I am not a prophet, but I say that the present Government, and the next, will be very careful of the interests of Canada and of the Western Provinces.

Some Hon. SENATORS: Question!