

have facilities otherwise unavailable to them. Perhaps the railways, particularly the publicly-owned lines, are a good example of just this kind of statesmanship—and that is the way I purposely describe it.

Now, I am very pleased too that Senator Aseltine referred to Mr. Donald Gordon. We have had many distinguished public servants in this country, and can point with great pride to their achievements within the public service of Canada. With the advent of the crown company we have had to get capable people to run these adjuncts of the public service of government. Mr. Gordon was born abroad in Scotland, and perhaps that did not hurt him but helped him. I think we can be very proud, as he can be, of his record of great service on behalf of the people of Canada as a whole. He started the most important part of his career with the Bank of Canada and, although I am speaking extemporaneously, I think he was its first Deputy Governor. In any event, he brought to the bank a great capacity and, with its first Governor, gave it a direction towards a goal which has always been valued.

He was not only interested in the job he was doing from day to day, although it was heavy enough, but he was a capable speaker. I can still remember when he was President of the Canadian Club in Ottawa—as perhaps many honourable senators can recall—at times it was more interesting to hear his vote of thanks to the speaker than it was to listen to the speech that had been made. He had great capacity for language, for felicity of phrase, and he could sum up a speech, particularly if it was a bad one, so well that by the time he got finished with it it sounded good. I do not think I exaggerate when I say that.

The work that Donald Gordon did with the able assistance of Senator McCutcheon, who I am sorry to say is not present tonight, during the war years with the Wartime Prices and Trade Board, is a service that Canada should long remember. I need not elaborate upon the distinguished career he has had with the Canadian National Railways, and, in accordance with what Senator Aseltine has said, he should feel proud indeed of his accomplishments as its first officer. Now he has gone on to other endeavours in the private sector of the economy, and for the years that are left to him he will undoubtedly make a great contribution there too.

I agree with Senator Benidickson and with Senator Aseltine that this is a highly appropriate bill to go to committee. I would suggest

that we, as is our custom, send it to the Standing Committee on Transport and Communications, which can deal with this measure after it has dealt with the transport bill now before it.

I hope that the new President of the Canadian National Railways, Mr. MacMillan, might be induced to come to Ottawa for this occasion, and I ask him publicly here in the Senate to do so. I will try to make arrangements to bring this about. Mr. MacMillan is known to honourable senators, because he came to our committee many times to explain the statements of the Canadian National. I can remember how on one occasion Senator Haig's father welcomed Mr. MacMillan particularly because he was a Winnipeg boy and because he had virtually grown up in his house. So Mr. MacMillan will find many friends here in our committee, if time permits him to leave his duties.

Hon. Senators: Hear, hear.

Hon. Mr. Roebuck: Honourable senators, I asked a question earlier in the debate with regard to the auditors, who apparently had not been appointed for the years 1965 and 1966. It has been explained that the auditors were given authority for 1965. I think it is fair for me now to call attention to section 13 of the bill, which provides that auditors shall be appointed "as independent auditors to make a continuous audit of the accounts for the years 1966 and 1967." So, my question has been answered satisfactorily.

Hon. G. Percival Burchill: Honourable senators, I want first of all to congratulate Senator Benidickson on his very capable presentation of the bill. It was clear to all of us.

However, as a citizen of the Maritime provinces—

Hon. Mr. Croll: Surely as a citizen of Canada living in the Maritimes?

Hon. Mr. Burchill: That is all right, but as a citizen of the Maritime provinces I cannot resist the temptation to remark that the Canadian National Railways makes a distinction which I will explain presently. In any event, I cannot allow the bill to pass without making just one or two remarks.

On Friday afternoon, speaking on the transportation bill which was then before us, I pointed out that the building of the Intercolonial Railway was a part of the agreement under which the Maritime provinces came into Confederation. At that time they were