

I hope honourable senators will excuse me for having risen on this occasion.

Hon. ARTHUR W. ROEBUCK: Honourable senators, I join with the honourable gentleman in deploring the use of extravagant terms in this discussion. I know very little about the redistribution in other provinces, but I know that in Ontario as little change as possible was made. Northern Ontario has grown rapidly since the last distribution, and centres such as Nipissing have achieved a population of over 100,000 people. The district of Cochrane has a population of seventy or eighty thousand. There was a bona fide necessity of shifting some of the representation from southern Ontario up to northern Ontario.

I also know that the riding of Muskoka-Ontario, to which the honourable leader of the opposition (Hon. Mr. Haig) referred, was one which in the nature of things had to go. It was a strange constituency at best, over 100 miles in length, running from the lake shore up to Parry Sound and having a population of about 30,000. Anybody who looks at the map fairly will see why it has been decided to distribute that sprawling constituency among three others. The northern section, which is a natural portion of the Parry Sound riding, was put in that riding. The honourable gentleman who was successful in the Muskoka-Ontario constituency at the last election is very angry about the change. I can appreciate that, because he will be somewhat, though only slightly, inconvenienced. He looks upon what has been done as a special attack upon himself; he credits himself with being so important that the Liberal party would like to eliminate him. That is not so at all. The truth is simply that he was unfortunate in having selected from his residence in Toronto a constituency which was tagged for elimination in any decent or fair redistribution.

It is not proper that we should discuss all the details of this measure. I have not gathered figures for this debate, as I did not think there would be such a debate here. From personal knowledge I can say with perfect sincerity that in the province of Ontario the approach to this problem of redistribution was bona fide, and that there was no malicious intent or over-reaching desire to injure anybody, much less our Conservative friends.

Hon. GUSTAVE LACASSE: Honourable senators, I agree with the statement of my honourable friend from Toronto-Trinity (Hon. Mr. Roebuck) that there is little we can do about this bill, for it concerns principally the elected members of another place. But with

all due respect to those who have the responsibility of representing electoral constituencies, I think we are justified, as citizens of Canada if for no other reason, in taking an interest in the bill. I agree that we should not consider it from a partisan viewpoint.

My principal reason for rising is to voice my regret, which I admit is based on sentiment, at the disappearance from the electoral map of Canada of the county of Two Mountains. I shall refrain from alluding even indirectly to one of the most vicious discussions which took place elsewhere, but I wish to point out that in the whole of Canada there are few ridings with such an important historical background as that of Two Mountains. Everyone here knows what I mean. In the course of events some constituencies have necessarily to be amalgamated, and in due time their names fall into deep oblivion of a forgotten past. I sincerely trust that "Two Mountains" will be an exception, and that this name will forever shine on our electoral map as it shines on the pages of Canadian history.

The motion was agreed to, and the bill was read the third time, and passed.

## TRANSPORT COMMISSIONERS BILL

### FIRST READING

A message was received from the House of Commons with Bill 455, an Act to extend the term of office of a Transport Commissioner.

The bill was read the first time.

### SECOND READING

Hon. WISHART McL. ROBERTSON moved the second reading of the bill.

He said: Honourable senators, this is a bill in which I am interested not only as government leader but as a representative of the Maritime provinces. The Railway Act provides that a member of the Board of Transport Commissioners shall not hold office after having reached the age of seventy-five years, and the purpose of the bill is to enable the Governor in Council to continue for one year the term of office of Mr. Commissioner Stone, who became seventy-five on June 30, 1947. In his capacity as a member of the board Commissioner Stone represents labour and the Maritime provinces, and if he were replaced at this time the new appointee would be under the handicap of not having attended the board's hearings of the last few months on the application of the railways for a substantial increase in freight rates. The Maritime provinces are especially interested in this application, feeling that the board's decision may have an important effect upon their future, and they have urged the passing