

mons as a separate item. I expected the same opportunity would be given here, but it is included in the Supply Bill here and I have not had an opportunity to express my views.

Hon. Mr. SPROULE—It was before the House last night.

Hon. Mr. WATSON—No.

Hon. Mr. SPROULE—Yes, granting power to the Government to buy this railroad, and therefore it was quite proper to raise any objection then.

Hon. Mr. WATSON—I am quite in order in objecting now.

Hon. Mr. SPROULE—It is not equally proper now because it is part of the Supply Bill.

Hon. Mr. WATSON—I am complaining of that. I expected it would come here as a separate Bill.

Hon. Mr. SPROULE—It did come as a separate Bill.

Hon. Mr. WATSON—No.

Hon. Mr. SPROULE—And that was the proper time to raise the objection. When it comes in the Supply Bill which the Senate cannot amend and could only throw out in toto—which has never been done by any Upper House in the Imperial or Canadian Parliaments—it seems to be a little late to discuss that feature of the Bill.

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

AN ATTACK ON THE SENATE.

Hon. Mr. DANDURAND—Before the House adjourns, I should like to draw attention to a Bill which was referred to the Railway Committee of the Senate for reconsideration, Bill 87, An Act to amend the Railway Act, of which we have not heard from that committee, and my attention is drawn to that fact by an article in this morning's *Citizen* which violently assails the Senate for refusing to deal with the matter contained in that Act. The article I refer to reads as follows:

The Senate and the Interests.

The main advertising the Senate has received this session has not brought glory to itself nor to this country. In the remaining few hours of its business it would have been well advised not to let the senate railway committee bring added discredit to a hardly tolerated assembly.

The Senate Railway Committee has recommended an extended lease of life to the un-

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used railway franchises held by private promoting interests in the Niagara peninsula. At the same time it has held up the amendment to the Railway Act, which passed the House of Commons and is intended to give the Dominion Railway Commission power to determine the final location of railway lines.

The effect of the Senate Committee's action is to extend special privileges to a group of private promoters and to administer a rebuff and a setback to public ownership by hitting the Ontario Hydro-Electric Commission. Will the people of Ontario and of Canada generally suffer this from the Senate?

The reasons for the amendment (Bill No. 87) to the Railway Act have already been explained and thrashed out in the House of Commons this session. The amendment is virtually to restore to the Board of Railway Commissioners a power they originally had under Section 123 of the Railway Act of 1903. The Act suffered mutilation in 1906 by an amendment undoubtedly drafted for the purpose of political profiteering and patronage. The present amendment, Bill No. 87, would in effect by restoring the Act of 1903 deprive venal politicians of some of their opportunities to serve special privilege at the expense of the community.

This attack on the Senate is entirely uncalled for. Speaking for myself, I knew nothing of the discussion that had taken place in the Railway Committee on the clause in the two Private Bills referred to, which extended the time for the completion or building of lines in the Niagara Peninsula. When it came to the Senate it was sent to the Railway Committee. There we found that coupled with it was an Act amending the Railway Act. It was mentioned that it had for its object the giving of powers to the Board of Railway Commissioners in dealing with the location of these lines. The Senate found that this amendment to the Railway Act was going in, restoring not only the powers which were given the Railway Board in 1903, as the article states, but much more extended powers. It gave the right to the Board of Railway Commissioners, not only to locate the line of railway authorized by Parliament, but to refuse absolutely the using of the powers which had been granted by Parliament. In spite of this extraordinary procedure the Senate accepted the principle of the Bill and sent it to the Railway Committee. In the committee it was found that there is considerable diversity of opinion as to the propriety of granting such powers to an irresponsible body which would sit in judgment in appeal over the action of Parliament, and a strong movement was apparent in favour of granting those same powers to the Board of Railway Commissioners, but to be exercised prior to the Bills coming to the House.