

in this haven of rest and bounty are not living up to their task. We live too much in dissatisfied, disunited condition of things. It is a pity. That condition would not obtain if we had more men like the late Sir Mackenzie Bowell. As I have stated, I have known him for 38 years. I have been obliged to follow closely his line of action. Although I did not agree with him on political or economic lines, I admired the man for his candour, his straightforwardness, his honesty. From 1882, practically from 1880, I, as a journalist and editor of some of the papers in the city of Montreal, was called upon to criticise his administration, especially his administration of the Customs Act which came into force in the Parliament of 1879. He was a most rigid administrator, a most severe administrator. We found no fault with that; but, being opposed to the principles upon which the Government was acting, we had to criticise him. But never in all my experience, either in the press, on the platform, professionally, or in this House, have I had to differ with him in regard to social, religious, or national matters. He was one of the men who stood by the Catholic minority in Manitoba; he was one of the men under Sir John Macdonald who stood by the Irish people at the time of the Home Rule measures of 1882 and 1886. He was the friend of all; he was the enemy of none; and it is becoming of this body, and it behooves me, to mourn the disappearance of such a man, especially when he leaves so few behind like himself. I hope and trust that before death closes my eyes we will have enough men in this House, in the House of Commons, in the press, in our pulpits, and on our platforms, to mould opinion along the lines of justice, fairness, and equity. It is up to us to do something. The people are always ready to follow wise advice when it is given in sincerity. Unfortunately, people are also too ready to follow the leadership of men whose ultimate object is not the real welfare of the community, but personal interests. The people are too often led astray. I believe that some of the people can be fooled all the time; there is no doubt about that; but my experience during the past 40 years has been that all the people cannot be fooled all the time. The work of the class who are called upon to enact laws is to make these laws as fair as human advice, human intelligence, and human kindness will permit. That is our work. We should be here for no other purpose, and, in lamenting

Hon. Mr. CLORAN.

the death of Sir Mackenzie Bowell, jointly with the death of Senator Sproule and Senator Gillmor, I hope that we are paying tribute to the worth, to the virtue, of men who deserved well of the country, and whom we should emulate in the future.

Hon. PASCAL POIRIER: Honourable gentlemen, I just wish to add one word to what has been well and reverently said of Sir Mackenzie Bowell. I have known him, I may say, since the first time he entered Dominion politics. While he was Premier I was one of his supporters; I followed his leadership in this House; and I have sat to his right in this Chamber for many years. This I would say of him, and have the words engraved on his tombstone: "An honest man has departed this world."

The Senate adjourned until 3 p.m. tomorrow.

THE SENATE.

Friday, March 22, 1918.

The Senate met at 3 p.m., the Speaker in the Chair.

Prayers and routine proceedings.

THE ROYAL ASSENT.

The Hon. the SPEAKER read a communication from the Governor General's Secretary, announcing that the Right Honourable Sir Charles Fitzpatrick, G.C.M.G., Chief Justice of Canada, Deputy Governor General, would attend in the Senate Chamber at 5.45 p.m. this day, for the purpose of giving the Royal Assent to certain Bills.

CANADIAN AVIATION CAMPS.

MOTION FOR RETURN.

Hon. Mr. LANDRY moved:

That an Order of the House do issue for a statement showing, in as many distinct columns:

1. The different aviation camps established by the Canadian Government and their location with the date of their establishment.
2. The number of aviators who have gone through those camps since their establishment, and of those who have obtained their certificates.
3. The number of aviators now qualifying in each of these camps.
4. The number of accidents which happened in each of these camps, distinguishing: (a) Mortal accidents; (b) Serious accidents; (c) Slight accidents, with their respective dates.
5. The number of machines out of commission, as a total loss or seriously damaged.

The motion was agreed to.