

Windsor he will be able to find some other means of convincing the Canadian National Railways to erect one than by making a multiplicity of speeches on the subject in this House. I say this notwithstanding that he is at all times a good and very entertaining speaker.

Hon. Mr. LITTLE: I should like to point out to my honourable friend from Essex (Hon. Mr. Lacasse) that were he to examine the records he would find that the city authorities made a very substantial contribution towards the improvements at the Canadian National Railway station in London. I would suggest that if those in control of the finances in the city of Windsor were prepared to take similar action they might be able to do a good deed.

Hon. Mr. LACASSE: If Toronto would allow it.

Hon. N. M. PATERSON: Honourable senators, the items under the heading of additions and betterments to the Canadian National Railways system remind me that I read very recently that the Canadian Pacific Railway Company was providing a much larger sum for its extensions and improvements. Anyone who has travelled lately, as most of us have, will have noticed the tremendous increase in both passenger and freight traffic. Honourable members are aware how difficult it is to get into and out of the Union station during train times. I sincerely hope that in the total mentioned sufficient funds are provided to finish the station in Montreal. The last time I went through Bonaventure station I and forty other persons lost our baggage just because of the terrific rush of travel and the resultant confusion in the cramped space. The city of Montreal has outgrown the facilities of Bonaventure station, and to-day they are altogether inadequate to handle the enormously increased passenger traffic. The new depôt will serve a very good purpose if it provides at least comfortable accommodation for the travelling public.

I should like to call the attention of the honourable senator to the rail extensions required for war purposes. New factories and new airfields have necessitated railway extensions in order to handle traffic economically and quickly. I think these expenditures are very moderate, considering the enormous growth of railway business throughout Canada.

By the way, honourable senators, I hope sincerely that for the sake of national unity the appropriation for additions and betterments includes sufficient funds to provide for a new ferry at Summerside!

Hon. Mr. HORNER: I was out of order in interjecting my remark, but I thought the honourable gentleman (Hon. Mr. Gouin) had completed his explanation.

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

THIRD READING

Hon. Mr. KING moved the third reading of the Bill.

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

ADJOURNMENT

Hon. Mr. KING: Honourable senators, I move that when the Senate adjourns to-day it stand adjourned until to-morrow morning at 11 o'clock.

The motion was agreed to.

The Senate adjourned until to-morrow at 11 a.m.

THE SENATE

Saturday, August 1, 1942.

The Senate met at 11 a.m., the Speaker in the Chair.

Prayers and routine proceedings.

INCOME WAR TAX BILL

FIRST READING

A message was received from the House of Commons with Bill 115, an Act to amend the Income War Tax Act.

The Bill was read the first time.

SECOND READING

Hon. J. H. KING moved the second reading of the Bill.

He said: Honourable senators, in moving the second reading of this Bill I may say that it is a somewhat lengthy one and makes amendments increasing taxation under the Income War Tax Act. I think honourable members are fairly familiar with its character. It is a Bill that we cannot amend in this House; so I suggest that we simply give it second reading as it is. If honourable members would like to have it referred afterwards to the Banking and Commerce Committee we could adjourn the House now and have a meeting of that committee, at which a representative of the Department of Finance would be present to answer any questions. I am sure that procedure would not be of any great