

Right Hon. Mr. MEIGHEN: I have read the Bill and do not see any objection to it. But it concerns something with which I am not very familiar. I wonder why cream was not included before. There may have been good reasons.

Right Hon. Mr. GRAHAM: Milk?

Right Hon. Mr. MEIGHEN: It is "cream" that is now inserted. The clause prohibits the addition of colouring matter, etc. I suggest that the Bill go to a committee. Possibly the honourable senator from Prince Edward Island can assure the House that there is no objection.

Hon. Mr. HUGHES: There are four senators from Prince Edward Island.

Right Hon. Mr. MEIGHEN: I mean the one who knows about cream.

Hon. Mr. SINCLAIR: I should like some information as to what is meant by "indiscriminate weight."

Right Hon. Mr. MEIGHEN: Ask the other senator from Prince Edward Island.

Hon. Mr. DANDURAND: Well, we may take the second reading, and send the Bill to Committee of the Whole—

Right Hon. Mr. MEIGHEN: The Committee on Agriculture.

Hon. Mr. DANDURAND: —or the Committee on Agriculture.

Hon. Mr. MacARTHUR: I should like to ask the honourable the leader (Hon. Mr. Dandurand) what is the penalty now under subsection 2.

Right Hon. Mr. MEIGHEN: \$500.

Hon. Mr. MacARTHUR: That is what it was. What is it now?

Right Hon. Mr. MEIGHEN: It is a fine not exceeding \$50 and not less than \$10.

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

TRANSPORT BILL

SECOND READING

Hon. Mr. DANDURAND moved the second reading of Bill B, an Act to establish a Board of Transport Commissioners for Canada, with authority in respect of transport by railways, ships, aircraft and motor vehicles.

He said: Honourable senators, I gave an explanation of this Bill last evening when the first reading was taken.

Hon. Mr. DANDURAND.

Right Hon. ARTHUR MEIGHEN: Honourable members, the Bill before us, in so far as drafting is concerned, appears to me to be a very excellent product. One needs to read only a few pages to realize that from that point of view the preparation has been careful. I fancy the committee will not have much work to do in scrutinizing the phrasing and general construction of the measure. It is going to have a great deal to do, though, in determining whether or not much of the Bill is practicable.

I wholly sympathize with the principle and purpose of the measure, namely, to bring about some uniformity of operating conditions as between the railways on the one hand and the other means of transport on the other, there now being four of these in place of the one which we had about twenty-five years ago. Motor-vehicle transport, lake transport and transport by air have taken an important place and certainly are in severe competition with our railways. Of course, ever since Canada became a nation we have had lake transport, but a quarter of a century ago it was not nearly as competitive as it is now. The opening of the Welland Canal and the improvement of vessels have made a difference.

The railways take the position that the thoroughness and severity of regulation to which they must submit should have some counterpart in respect of their competitors, or that the restrictions and supervision which apply to them should be removed.

One need only have regard to the question of lake transport to see the great difficulties we shall immediately encounter in dealing with this measure. Those of us who are more or less patriachs will remember that twenty years ago resolutions were repeatedly introduced in the House of Commons calling for the inclusion within the control of the Railway Commission of ships and lake transport. I have not a very clear recollection of the arguments pro and con. I fancy they would be more clearly in the mind of the right honourable gentleman from Eganville (Right Hon. Mr. Graham), who, on at least one or two occasions, spoke for the Government of the day in opposition to such a proposal. It may be that the evolution of lake transport and the change in the law as respects the definition of coastwise shipping have brought about a situation in which regulation will be practicable. I do not know. I should think it would be very difficult.

We have to keep in mind the fact that here in Canada our railways have to meet the competition not only of Canadian coast-