

After a committee meeting Senator Dandurand arose in the Senate to explain a bill or a report of a committee, which he did in his usual "Edward Blakian" thorough way. He was followed by Senator Arthur Meighen who put his side of the case just as thoroughly, completely and concisely. Senator Hugessen thought he had at least a contribution to make, so he rose from the back benches to do this. Whereupon Senator Dandurand turned around in his place on the front benches, with his mouth open down almost to his waist in wonderment that anybody should have the audacity to rise and speak after such a thorough discussion had taken place between himself and Meighen!

Senator Hugessen was Chairman of the Standing Committee on Transport and Communications from 1950 until his retirement. Everyone will agree, I am sure, that he displayed great judicial qualities in performing those duties. Some of the accomplishments of that committee under Senator Hugessen's chairmanship are I think worthy of notice. Some of them—and particularly the figure I am about to give—Senator Hugessen himself might not even remember.

During the time Senator Hugessen was Chairman of the Standing Committee on Transport and Communications there passed through his hands 188 important pieces of legislation, as well as four important references. This legislation ran the whole gamut of development of modern Canadian transportation systems. They dealt with railway reorganization and development, the establishment of the St. Lawrence Seaway, the revision of the Canada Shipping Act, the inauguration of the pipe lines, and the establishment and development of the National Energy Board. The whole problem of telecommunications, both domestic and overseas, was considered, as was the development of radio and television in Canada, the harbour authority development, problems affecting international and interprovincial bridges, legislation touching the field of aeronautics and that of national highways. In all of this his firm hand was evident. His sound judgment and clear thought not only helped the Senate and Parliament, but Canada herself.

If honourable senators could read the list I hold in my hand they could not help but be impressed with the volume of work that passed through his hands, and the capacity that he showed in dealing with it.

I have said that Senator Hugessen was of British origin. I have said too that he was

schooled in the classical liberal tradition of the nineteenth century. We all agree that his patriotism for this country was indeed something resplendent.

In 1917 he was at Ypres at the time of the federal election, and on that occasion he voted for conscription. In World War II when the question of conscription arose again, he was against it. In the Senate he spoke in favour of the plebiscite, and had this to say:

It seems to me fundamentally important that we as Canadians should see to it that there is no repetition in the future of the divisions which separated us in 1917.

Senator Hugessen felt his Canadianism deeply. Early in 1945, while speaking in support of a distinctive national flag, and in anticipation of what was accomplished many years later, he was asked what was wrong with the Union Jack, and he, with his British origin, said this:

The fact remains that it is the flag of Great Britain. It has no particular designation to show that it has any special connection with Canada... I think it is now time for us, like other members of the British Commonwealth, to design a flag of our own.

At the same time, while making his speech on the flag, he said he would welcome any steps which would place more emphasis on our present status as Canadians and less on our racial antecedents.

In 1949 he sponsored the bill for the abolition of appeals from the Supreme Court of Canada to the Privy Council. No one could question his admiration for the British system of justice and for the integrity and capacity that he knew existed on the British bench. But he concluded a great speech on that occasion with these words:

Honourable senators, as a Canadian of British origin passionately interested in the development of our country as a free, a united, and a self-reliant nation, I welcome this bill. I believe it is a great step on our way to complete nationhood and as such I welcome it.

The economic liberalism that he believed in was a liberalism pragmatically adapted to the conditions of his times. In 1939, when speaking on the question of the deficits of the Canadian National Railway and the public debt which was thus created, he pointed out the necessity of public debt in every civilized country in order that the Government might