

ond reading of Bill No. 32, an Act to encourage and assist the Improvement of Highways,' standing in the name of the Minister of Railways. Since January 24, there stood for a second reading, 'Bill No. 103, an Act for the granting of Aid for the Advancement of Agriculture Instruction in the Provinces,' standing in the name of the Minister of Agriculture. Under date February 13, we find standing in the name of the hon. member for Argenteuil (Mr. Perley): 'Second reading of Bill No. 108 (Letter E of the Senate), an Act respecting the Manufacture, Marking and Sale of Articles composed of Gold or Silver and of Gold-plated or Silver-plated Ware.' Since February 21, we have had standing for a second reading, 'Bill No. 120, an Act respecting the Conveyance of Letter Carriers on Electric Railways,' in the name of the Postmaster General. In the name of the Minister of the Interior we have had standing since February 21, the following resolution:

That it is expedient to amend the Volunteer Bounty Act, 1912, and to provide that any substitute of a grantee of a warrant issued under the provisions of the Volunteer Bounty Act, 1908, and who has been duly appointed such substitute, may locate and enter for lands, as provided for in the said Act of 1908; and to extend the time within which a grantee or his substitute may locate and enter for such lands.

Since February 27, the following resolution has stood on the Order Paper, in the name of the Minister of Railways:

That it is expedient to provide that the Minister of Railways and Canals may, subject to the authority of the Governor in Council, construct, purchase, lease or otherwise acquire, in whole or in part, any railway, railway bridge, railway station, railway terminal, railway ferry or other railway work; and that any such railway or other work shall become a part of the government railway system.

Since March 31, there has stood for a second reading, 'Bill No. 161, an Act to amend the Quebec Harbour Commissioners Act,' in the name of the Minister of Marine and Fisheries. Since April 3, there has stood for a second reading, 'Bill No. 163 (Letter Y 2 of the Senate), an Act to amend the Canadian Grain Act,' in the name of the member for Argenteuil, and there are two other resolutions standing in the name of the Minister of Marine and Fisheries, which I will not read because they are too lengthy. One has been standing since April 7 and refers to the Vancouver Harbour Commissioners, and the other since the same date referring to the Quebec Harbour Commissioners.

I want to put a fair question to the majority of this House. If we omit item No. 6, 'an Act to authorize measures for increasing the effective Naval Forces of the Empire,' has there been on a single one of those items anything that could be con-

Mr. MARCIL (Bonaventure).

strued into the faintest attempt at obstruction? The House has been deprived of the opportunity of discussing all these measures, every one of which is important, and which have been brought down because, I suppose, they were in the public interest. Some of them refer to our trade with other countries, others to our fisheries protection, others to the administration of justice in the highest courts of the land; others deal with the funds of railway employees, with the representation of the new provinces in the Senate; others have reference to the improvement of highways, to the purchase of branch lines, to the encouragement of agriculture, to the postal service, to the rewards to those who have served the country.

They cover in fact the whole line of administration by this Government and this Parliament, and they are all questions which affect the Canadian people. And yet they have all been brushed aside or allowed to stand, some of them since December 10, last, without any fair attempt being made to secure the approval of the majority of this House because of the idea that the most important question before the House was the naval question over which we consumed thirty-five sittings. It is not for me to criticise, but I was anxious to call your attention, Mr. Speaker, to these facts so that when those who come after us refer to 'Hansard' to ascertain the reasons which might have justified the Canadian Parliament in voting for closure they will know exactly the state of affairs which prevailed at that time.

With your permission, Mr. Speaker, I wish for a few moments to institute a comparison between the state of affairs that now exists here and the state of affairs which existed in the British Parliament when closure was introduced. I shall make no statement of my own; I shall quote from the statements of statesmen whose words cannot be impeached, because they stand high in the opinion of the governing majority of this House. Before this, referring again to the Order Paper, I cannot avoid the temptation to mention the first of the public Bills and orders, because I know that this is one that has been called to the attention of the Prime Minister on one or two occasions, and it is of the highest importance. It is a question in which the citizens of the capital city of the Dominion, which is, to a certain extent, under the paternal care of Parliament, are interested, and it deals with the pollution of navigable waters. I understood from the Prime Minister that an opportunity was to be given to the House to discuss this Bill, and I hope that before long it will be discussed and some change made if deemed advisable. There are other very important questions on the list of public