

Hon. Sir JAMES LOUGHEED: I can only say that it is news to me. The rumour cannot have been circulating very widely, otherwise I think I should have heard of it.

PUBLIC SERVICE REARRANGEMENTS BILL.

FIRST READING.

Bill No. 2, an Act to authorize Rearrangements and Transfers of Duties in the Public Service.—Hon. Sir James Lougheed.

DAYLIGHT SAVING BILL.

FIRST READING.

Bill No. 4, an Act to provide for the time in Canada being in advance of the accepted Standard Time during the summer months.—Hon. Sir James Lougheed.

DEPARTMENT OF IMMIGRATION AND COLONIZATION BILL.

FIRST READING.

Bill No. 11, an Act respecting the Department of Immigration and Colonization.—Hon. Sir James Lougheed.

MONTREAL HARBOUR ADVANCES BILL.

FIRST READING.

Bill No. 15, an Act to amend the Montreal Harbour Advances Act, 1914.—Hon. Sir James Lougheed.

DOMINION FOREST RESERVES AND PARKS BILL.

FIRST READING.

Bill No. 17, an Act to amend the Dominion Forest Reserves and Parks Act.—Hon. Sir James Lougheed.

RAILWAY ACT CONSOLIDATION BILL.

SECOND READING.

Hon. Sir JAMES LOUGHEED moved the second reading of Bill A, an Act to consolidate The Railway Act. He said:

Honourable gentlemen, in moving the second reading of this Bill it is not my intention to review it. As honourable gentlemen know, the Bill is a very lengthy one. It deals almost entirely with the consolidation of the existing Acts respecting railways. I observed in the press a short time ago the statement that in this Bill there is a substantial departure from the Bill considered last session by the Standing Committee on Railways, Telegraphs and Harbours. Upon looking into the matter, and upon making inquiry of the Railway De-

partment, I find that that is not the case. The Bill now before us for consideration is practically the same Bill that came to us from the House of Commons last session. Certain amendments were proposed by the Standing Committee on Railways which manifestly were advantageous, and which have been incorporated into the Bill which will come before us for consideration. As honourable gentlemen know, there were certain sections touching railways incorporated into the Bill which was before us for consideration last session that have since become law. Of course, those sections will appear in the Bill as part of the general law of Canada affecting railways.

When I had the honour to move the first reading of this Bill, immediately before the adjournment, it was suggested that it should be committed to the Committee of the Whole House instead of to the Standing Committee on Railways, Telegraphs and Harbours. The suggestion appealed to my judgment. It seemed to me a very desirable thing to do, inasmuch as it would give every honourable gentleman in the Senate an opportunity not only to familiarize himself with the Bill, but to take part in the discussions which must necessarily take place upon it. This Bill received such careful and complete consideration at the hands of the Standing Committee on Railways last session as almost to obviate any necessity of again sending it to that committee and having it dealt with in practically the same way as it was dealt with last session. It would simply involve a repetition of the labour which was done at that time. At that time we had the advantage of hearing many delegations and many gentlemen who appeared before the committee to present their views. In some cases effect was given to those views, and if this Bill were again committed to the same committee I doubt very much whether we would be favoured with any new views upon the subject, or whether we would become any more familiar with the legislation before us than we were then. Furthermore, even if the Bill were sent to the Standing Committee on Railways, and then returned to this Chamber, any honourable gentleman would have the right to move that the Bill—it being a public Bill—should be considered by the Committee of the Whole.

It is to be hoped that Parliament will adjourn at a comparatively early period, and if this Bill is to go to the House of Commons at a reasonably early date, it seems to me that the better way of accel-