

The lines of railway which the Alberta Midland Railway Company (a predecessor by amalgamation of the Canadian Northern Railway Company) was authorized to construct, namely:—

By Section 6 of Chapter 45 of the Statutes of Alberta, 1909, as follows:—

From a point at or near Edmonton, thence northwesterly to a point on the Peace River.

From near the authorized crossing of the Little Bow River, southerly via Macleod to the south boundary of Alberta.

From a point on the last mentioned line, between Macleod and the Belly River, westerly to the western boundary of Alberta.

Mr. MCKENZIE: What section of the Bill refers to schedule 2?

Mr. MEIGHEN: Section 20, on which we spent all day and all night.

Mr. E. LAPOINTE: Surely the minister does not propose to deal with this schedule as with the other clauses of the Bill, and apply the closure?

Mr. MEIGHEN: If the hon. gentleman would like to discuss it, it will be in print to-morrow morning in Hansard, and he will have until Monday afternoon to study the schedule.

Mr. E. LAPOINTE: If the hon. gentleman gives the notice which we suppose he is going to give from the procedure he has started to adopt every member will be allowed to speak not more than once and will have to confine his speech on the schedule and on the whole Bill to twenty minutes. If he asks a question, that will be enough; he will have spoken. My hon. friend might give his notice for the other clauses and leave this one. This schedule contains forty-four charters which my hon. friend asks to be extended. Ordinarily, when a company seeks an extension of its charter, a map has to be deposited so that it can be studied by the members of the Committee. But in this case nothing of the sort is done. We are asked to extend the time of construction of forty-four railways, the very names of which we have not before us until this afternoon. No map is produced and no information given, and if the procedure with which we are threatened is carried out we shall be absolutely prevented from giving this schedule and these forty-four charters the consideration which they deserve.

Mr. MEIGHEN: It is not so serious as if we were giving these charters to parties outside. We are, in effect, only extending this time to ourselves. The schedule will appear in Hansard to-morrow morning and will be open for discussion on Monday afternoon. It is true that a single hon. member

can speak only once and for twenty minutes; but he can move an amendment. If the hon. member thinks some of these charters should be struck out he can move an amendment to that effect, and every hon. member can speak on that amendment. It no doubt would have been better if hon. gentlemen had accepted the proposal that we do a little bit to-day by passing clause 20. But now there is no other course open to us. All the clauses and the schedules must be considered together.

Mr. BUREAU: The Acting Minister of Justice says that we are not giving these charters to somebody else, but only to ourselves.

Mr. MEIGHEN: In effect, I said.

Mr. BUREAU: Neither in effect nor otherwise. Schedule 2 is very important. There has been deposited on the table a list of forty-four lines, the charters for which are to be revived. Now, we want to know where those lines are going, the counties they will pass through, and the owners of the land traversed by the railways. We are informed that the owners of the land are friends of the Government who have townsites, along the railway, and who want the charters revived, not so much for the purpose of having the roads built than for creating a real estate boom to make money for themselves. My hon. friend may laugh, but I think it is serious. Closure was not applied to the Conscription Bill when it was before the House, but it was applied when the Canadian Northern legislation was before the House in order to protect the friends of my friends opposite.

Mr. MEIGHEN: No closure then.

Mr. BUREAU: I can give my hon. friend the number of hours each man spoke. The Franchise Act and the Canadian Northern Bill were passed under the closure.

Mr. MEIGHEN: The Canadian Northern Bill of 1914?

Mr. BUREAU: Of 1917. Here is a closure motion, and I say that schedule No. 2 in all fairness ought to be given here so that we will have an opportunity to look into it. If hon. gentlemen do not want to give me the information concerning the schedule, we will take the trouble to go through the plans, communicate with people in those ridings and ascertain who are the owners. We will get the information ourselves if you do not want to give it to the Opposition. You shoved a list of forty-four railways into our hands this afternoon, two