

prepared a lengthy report at my request which I laid before my colleagues in council. In that report it was stated that there was too much congestion and that the employees required more space. Council immediately decided that a new departmental building should be erected. Then my hon. friend (Mr. Pugsley) started the expropriation proceedings on Sussex street. We know that it takes months and even years to get reasonable valuations of properties such as those on Sussex street, and, especially when such properties are to be purchased by the government, you must go quietly to work and get as good a bargain as possible. That took two or three years, but meanwhile we began to look around to find in the city of Ottawa some available space to accommodate the employees of the Post Office Department. It was reported to me that the only possible thing for the department would be to get hold of the upper floors of the building occupied by the Departments of the Interior and Agriculture. Unfortunately, I could not convince Mr. Fisher or my hon. friend the member for Edmonton (Mr. Oliver) to vacate the premises, and we had to look elsewhere. There was only the Blackburn building available. It was started two years ago, and it is not yet completed. But, to put the facts right before the public, let me say that what is now being carried out by the Minister of Public Works is nothing else than what was decided upon by his predecessor. It was decided to take flats in the Blackburn building. That building is not yet completed and none of the employees of the Post Office Department have been transferred since the 21st September to any outside building. Not until the Blackburn building is completed will they be transferred from the Post Office Department. It was only just that I should rise and state what the facts of the case are

At six o'clock, House took recess.

After Recess.

House resumed at eight o'clock.

PRIVATE BILLS.

DOMINION ATLANTIC RAILWAY COMPANY.

House in Committee on Bill (No. 22) respecting the Dominion Atlantic Railway Company.—Mr. Jameson.

On section 2.

Mr. BEST. Is not this railway already constructed?

Mr. JAMESON. It is with the exception of a branch line of about fifteen miles known as the North Mountain railway, which I am given to understand will be built very shortly.

Mr. LEMIEUX.

Mr. BEST. Why is the guarantee increased from \$25,000 to \$30,000 per mile?

Mr. JAMESON. The Dominion Atlantic railway consists of the amalgamation of several short railways running from Yarmouth to Windsor, with one branch from Truro to Windsor. In 1908 they were empowered to build this North Mountain railway and the security authorized was limited to \$25,000 per mile. The object of increasing the guarantee to \$30,000 per mile is to enable them to improve the railway by laying heavier rails and putting steel bridges in the place of the original wooden bridges. The company has not, perhaps, made as much progress in the past as some other companies, but I believe it is the intention of those now in control of the road to put it in condition so as to improve transportation in that part of Nova Scotia, which no doubt, my hon. friend (Mr. Best) will deem a very desirable thing.

Bill reported, read a third time and passed.

CAP DE LA MADELEINE RAILWAY COMPANY.

House in committee on Bill (No. 43)—Mr. Paquet.

Mr. PUGSLEY. I would like to know from the Chairman of the committee on what ground this railway is declared to be for the general advantage of Canada?

Mr. LENNOX. The ground, I do not think, is a very satisfactory one, but it is a time honoured one, if that be any justification. There was not a word that I remember raised in the committee against declaring this railway a work for the general advantage of Canada. On many occasions, when I was in opposition, I fought vigorously for the principle that there ought to be some evidence that a work really is for the general advantage of Canada before we embody that declaration in any Bill. But we have been in the habit on all occasions of practically taking that for granted.

Mr. PUGSLEY. Where does the road begin and where does it end?

Mr. LENNOX. That I leave to be explained by the gentleman who is promoting the Bill.

Mr. PUGSLEY. I think that of late years, at all events, after a good deal of criticism, it came to be clearly understood that the committee would not allow such a clause to be inserted without some evidence to show that it was based on fact. We know that the provincial legislatures have been constantly asserting provincial rights and declaring that this parliament ought not to declare roads of a purely local character to be for the general advantage of