

Clark (Red Deer), Maharg,  
 d'Anjou, Michaud,  
 Denis, Parent,  
 Fortier, Proulx,  
 Gauvreau, Savard,  
 Leger, Sinclair (Antigonish &  
 Lemieux, Guysborough),  
 McKenzie, Turgeon.—19.

NAYS.  
 Messrs.

Andrews,	Johnston,
Argue,	Knox,
Armstrong (Lambton),	Lalor,
Ballantyne,	Lang,
Blair,	Long,
Borden (Sir Robert),	Macleane (Halifax),
Brien,	McCurdy,
Buchanan,	McGibbon (Muskoka),
Butts,	McIsaac,
Calder,	Manion,
Campbell,	Merner,
Carvell,	Myers,
Chaplin,	Nicholson
Clark (Bruce),	(Queens, P.E.I.),
Cockshutt,	Nicholson (Algoma),
Cowan,	Redman,
Crothers,	Rowell,
Davis,	Sexsmith,
Douglas (Strathcona),	Shaw,
Finley,	Sheard,
Fraser,	Sifton,
Fulton,	Simpson,
Glass,	Stevens,
Green,	Thompson (Weyburn),
Griesbach,	Tweedie,
Harold,	Wallace,
Hay,	Wilson (Wentworth),
Henders,	Wright.—56.
Hocken,	

that question. They did so, and 10 p. m. their report was that, having regard to the magnitude of the undertaking of the Government railways and to the efficiency of their existing purchasing system, it was not considered desirable or necessary that the purchasing for the Government railways should be done by this commission. The Government, therefore, has not included the Government railways in the Bill.

I suggest that paragraphs (a), (b), and (c) carry, but that (d) stand. It is suggested that some further consideration should be given to the items which are excluded in (d).

Section 2, with the exception of paragraph (d), agreed to.

On section 3—Commission, how constituted:

Mr. G. B. NICHOLSON: While I agree with the principle of this Bill, I am afraid that if we bind the Government to appoint three commissioners to do the work of purchasing which, under similar circumstances, is usually done by an expert purchasing agent, we may create a burdensome body that will not be as effective as a more direct purchasing body would be, and whose work may cause overlapping.

Mr. ROWELL: I have no objection to meeting my hon. friend's suggestion to some extent by inserting after the words "consisting of", in the second line of section 3, the words "not more than", so that it would be open to the Government to appoint a smaller commission if that was considered desirable.

I presume the reason why three were decided upon was that there had been three before, and that was found to be perfectly satisfactory. The commissioners divided the work amongst themselves, so that there was no overlapping. I have not, however, the least objection to amending the clause in that way and so leaving it open to the Government to appoint fewer if it is considered desirable to do so.

Mr. PETER MCGIBBON: Following up that suggestion, I should like to ask the minister if he does not think it would be better, and feasible, to have only one commissioner. It seems to me that the objection raised by the hon. member for Oxford North (Mr. Nesbitt), and the hon. member for Algoma East (Mr. G. B. Nicholson), is reasonable and sensible, and I cannot see why we should create a great staff of purchasing

Main motion (Hon. Mr. Rowell) agreed to, and Bill read the second time, and the House went into Committee on the Bill, Mr. Boivin in the Chair.

On section 2—definitions:

Mr. J. H. SINCLAIR: Does the expression "Government Railways" include all railways under the control of the Government?

Mr. ROWELL: Yes.

Mr. MCKENZIE: In the Act which we passed this session creating a company for the handling of all Government railways, a distinction is made between the Canadian Government railways and the Canadian Northern railway. Do we profess to say under this Bill that we have any control over the purchasing for what used to be the Mackenzie and Mann system?

Mr. ROWELL: It is not the intention of this Bill that the commission shall deal with the purchasing for the Government railways or for the Canadian National Railway System. I explained this afternoon that the War Purchasing Commission was requested to investigate and report upon