

vincial governments, and their roads are to be exempt from the operation of these clauses, then all private companies similarly situated should be exempt. I cannot understand why a government road should be exempt, and the difficulties which have been pointed out by the Secretary of State applied to a local road similarly situated. Now, it is well known to people, in Ontario at least—whether the Secretary of State has read the debates in the local House or not I do not know—that while the government advanced the money on its credit for the construction of the road alluded to by the Secretary of State, they never intend to run that road themselves. The declaration of the government is, that the road shall be leased to some parties who would be able to operate it in connection with their other roads, and the chances are 99 to one that it will fall into the hands of the Grand Trunk Railway, because if the Grand Trunk Railway or Grand Trunk Pacific Railway Company, carry out their intentions, that road will form a part of the connecting link between the Grand Trunk Railway in Ontario joining it at North Bay over that portion of the Grand Trunk Railway to Toronto, and down through Ontario. For my part, I cannot understand the force of the reasoning of the hon. gentleman, unless he goes further and exempts all the independent lines situated as the Ontario government line is situated. I admit it will not apply to many. I know very few independent lines in the province of Ontario. They have been absorbed either by the Grand Trunk Railway or the Canadian Pacific Railway, and to make this exception in favour of the provincial government road in Ontario, would be partiality towards a government of which a private company would be deprived, and I do not think the Senate ought to accept it.

Hon. Mr. LOUGHEED—Do I understand from my hon. friend the Secretary of State that the government, having embodied this principle in the Bill, are now prepared to recede from the position they have taken with reference to the authority of this parliament over that class of roads mentioned in the Bill, because it amounts to that. My hon. friend must certainly have undergone a radical change of opinion since he voted

Hon. Sir MACKENZIE BOWELL.

last night, when he voted against the motion of my hon. friend from DeSalaberry.

Hon. Mr. SCOTT—Although I am representing the government in this House, hon. gentlemen cannot suppose I am in communion with the government in all the changes that have taken place in this Bill. When it goes back to the House of Commons, they may differ entirely from the position I take here. Of course, the House had the power to make changes in the Bill. I necessarily have to comment on that, and to act on the spur of the moment on my own judgment. I quite admit the force of the observation made by the leader of the opposition, and I must confess, when I first heard the amendment read, I did suppose it applied to all provincial roads. I had mentioned particularly, as a good illustration, the Timiskaming Railway, but I had in my mind all provincial roads, because those roads have very small revenues, and the proportion of the freight rate that they would receive from the haulage of freight coming over perhaps a thousand miles of another road, and running over ten or twelve miles of the short line, would be so insignificant that the local road could not live on it, and the proprietors of that road should have the opportunity to say whether they acquiesce in the proposal to place their line under this general traffic clause. I am only speaking my own individual views. I am willing to accept that amendment as a compromise. As hon. gentlemen know, my first proposition was that the provincial roads should only be brought in so far as crossings and connections were concerned. Then I was willing to go further, and this is the further concession I am willing to accept. Of course, the whole subject is in the hands of the House.

Hon. Mr. FERGUSON—My hon. friend, I understand, objects to bringing railways operating under provincial charters within the operation of this Bill as far as through rates are concerned. Did I understand my hon. friend to make that objection?

Hon. Mr. SCOTT—Yes.

Hon. Mr. FERGUSON—The amendment which my hon. friend is willing the House should accept distinctly contains the provision that, as far as through rates are