

such impediment, appoint any other person having the qualifications hereinbefore mentioned to act as judge 'pro hac vice' in relation to any such cause or matter.

8. Every such temporary judge, or judge 'pro hac vice' shall be sworn to the faithful performance of the duties of his office.

9. Any judge temporarily appointed to discharge the duties of the judge may, notwithstanding the expiry of the term of his appointment, or the happening of any event upon which his appointment terminates, proceed with and conclude the trial or hearing at that time actually pending before him of any cause, matter or proceeding, and pronounce judgment therein, and may likewise pronounce judgment in any cause; matter or proceeding previously heard by him and then under consideration or reserved; and any such trial, hearing or judgment shall have the same validity and effect as if heard or pronounced during the said term or previously to the happening of the said event.

These provisions are practically the provisions made for a like case with regard to the Exchequer Court.

Mr. WILSON (Laval). No provision is made for the payment of the deputy judge. In Montreal every summer we have deputy recorders acting and the rate of payment is quite well established.

Mr. DOHERTY. I understand that generally where temporary judges are appointed, there is no specific provision of a salary. Of course the proper rate of payment would depend on the length of time for which the judge's services are required and on the nature of the causes to be heard.

Amendments agreed to.

Mr. DOHERTY. I would also move to amend section 1 by inserting in line 18 after the words 'so appointed' the words 'not being at the time incapacitated by illness or infirmity.'

Bill reported as amended, read the third time, and passed.

SUPPLY—INTERCOLONIAL RAILWAY.

Mr. WHITE (Leeds), moved that the House go into Committee of Supply.

Mr. EMMERSON. I have a statement to make which I cannot furnish before one o'clock. May we call it one o'clock?

At one o'clock, House took recess.

House resumed at three o'clock.

Mr. EMMERSON. Mr. Speaker, when the House the other day was moved into Committee of Supply to take into consideration the estimates of the Department of Railways and Canals, the usual course of

Mr. DOHERTY.

making a statement by the minister was not followed. Of course, parliamentary practice is determined by usage, and for very many years—in fact, I think from the very inception of the Department of Railways and Canals, as a separate department—it has been the practice of the minister for the time being to make a statement as to the affairs of the department. This was done by Sir Charles Tupper, by Mr. Haggart, by Mr. Blair, by myself when I had the honour of presiding over this department, and by the predecessor of the present hon. Minister of Railways. The circumstances of the Department of Railways and Canals are peculiar, as compared with those of other departments. For one thing, the estimates are peculiar in character. They, of course, deal with special items, which can be, and are explained in committee; but they also deal with the operation of the Intercolonial railway and its revenues and expenditures. Each year we vote the whole of the revenues derived from the government system of railways, including both the Intercolonial railway and the Prince Edward Island railway. The amount to be voted this year in connection with the Intercolonial railway is some \$10,000,000. This amount does not appear itemized, and therefore it is, I think, due to the House that the minister should explain the policy of the department in regard to the expenditure of those revenues. I have no desire at this moment to anticipate or to criticise, but I think the minister would find it much more easy for him, as it would be for the members of the House, if he would make a general statement with respect to the operation of the railway and his plans and policy for the ensuing year. There are matters connected with this department concerning which this House and the country seek enlightenment. While the Intercolonial railway has been operated ever since 1875, I think its mileage has very largely increased, additional connections have been made with other roads, and in many other ways changes have been going on steadily from year to year. My hon. friend the Minister of Railways is, I am sure, not unaware of the fact, that the question of the branch lines connecting with the Intercolonial has been a live question for many years. This is not a party question, but is one in which all the people of Canada are interested. There has been legislation in regard to the branch lines proposals. There was legislation in 1910, there was legislation commenced in 1911, and we had under the previous government, a declaration of policy with respect to the matter, a policy which, so far as I am in a position to gather, the present leader of the government favours.