

part, suggest its being sent to the Railway Committee, but I would suggest, that it would be well to consider sending it to a special committee, particularly, if the minister found it was going to take too much of his individual time. A special committee of twenty or twenty-five members could best deal with legislation of this sort involving many details and matters of great importance. This Bill is not a consolidation. I find, on reading it that it is not like the Bill presented by the minister last session. That was a consolidation but this is a new law, and, above all, it introduces the system of a railway commission and gives that commission far more extensive powers than the Railway Committee of the Privy Council ever had. I venture to suggest that better progress would be made, if the minister would agree that, in view of the importance of hearing railway authorities on the subject, this Bill should be sent to a special committee to be threshed out there. This would have the effect of lessening the labours of the Committee of the Whole. It was found in the case of the Criminal Code and of some other matters, that the work of a special committee greatly lessened the labours of the House, and when the Bill came into Committee of the Whole, it was found that the work had been much shortened by the labours of the special committee, assisted by the ministers, and reduced the time that the House found it necessary to give to the consideration of the Bill.

The MINISTER OF RAILWAYS AND CANALS. I may be allowed to make a remark in answer to my hon. friend. I suggested in my previous remarks that I had invited from the railway people a full expression of their views, and wished them to criticise the Bill in the amplest manner. I have not the slightest desire that this legislation, though I am promoting it, should be adopted if, upon full consideration, it is found that any of its features are not well calculated to further the object which we have in view; that is, while not injuring the railway interests of the country, to promote the interests of the country as a whole. I have asked the railway people to put their views before me in writing, and if they have not done so it has been through no fault of mine. They have no doubt good reasons for having failed to do so. I understand that Mr. Hays has been absent, and the other gentlemen who are associated with him did not wish to take action until his return. We have hesitated in proceeding with this Bill for that reason, and for that reason alone. I am anxious to make progress with the Bill, and it is important that the session should not be delayed and made to drag along from this cause. There are many members of this House who are interested in special features of the Bill, and in respect to which they desire that some legislation should take place this session; and I have promised

Hon. Mr. TISDALE.

them in the Railway Committee, where these subjects have come up, that this Bill would be put through, and that it was the intention of the government to press it upon parliament. We have been delayed in doing so because we were waiting to hear from the gentlemen of whom I have spoken. I think it would be an advantage if we were to proceed with the Committee stage and dispose, at all events, of many features of the Bill, which I think are entirely non-contentious, about which there will be no difference of opinion. I think it is important to do this for the further reason, that the Bill is not entirely a transcript of the existing laws, nor was the Bill introduced last year a mere transcript of previous laws. It is a revision of the existing railway Acts, as was the Bill last year, and I think it does not differ in many material respects from the Bill introduced last year, except that we hope to perfect it in its phraseology and in its form. I think it is much improved in that regard. Now if the House is prepared to adopt that course and take up the sections one by one, I am sure it will be an advantage; and even though we may come across some features of the Bill about which there may be a difference of opinion, I think it would be an advantage if we were to have the views of the members of the House upon those points. The discussion could not be otherwise than helpful, and I am sure time would not be lost. Any feature of the Bill about which a difference of opinion might develop, and which might specially interest the railway people, we would defer for further consideration.

Hon. Mr. HAGGART. We know that the railways are greatly interested in this Bill. To my knowledge, I think all the managers of railways have formed themselves into a committee for the purpose of considering the provisions of this Bill, and the Committee have had it under serious consideration ever since it was introduced into this House, along with the legal talent of the different railways who have been suggesting amendments to it. I believe they have prepared a report. It may be the fault of Mr. Hays

The MINISTER OF RAILWAYS AND CANALS. The report has not yet been prepared, at least the railway people have not yet matured their report.

Hon. Mr. HAGGART. I do not know whether they have or not, but I am sure they have prepared the report.

The MINISTER OF RAILWAYS AND CANALS. I am giving the hon. gentleman Mr. Hays' statement.

Hon. Mr. HAGGART. I cannot say that I have under my hand the printed report.

The MINISTER OF RAILWAYS AND CANALS. The hon. gentleman appears to be better informed than I am.