

apply that version which makes the penalty the least, because he ought to have no doubt in his mind that the man is liable to the penalty which he imposes.

Mr. BUREAU: Would the court not take the language in which the Bill was drafted and introduced in preference to the other?

Mr. DOHERTY: I do not think it is usual for courts to hear testimony as to proceedings that took place when a law was going through Parliament. The law arrives at the court as the law, and I do not think the court would be justified in hearing such testimony. Hon. gentlemen will remember that in Quebec we have rules laid down for the guidance of the court in the event of there being found differences between the two versions. I think if my memory serves me right, the over-riding rule is that the judge is to adopt that version which is most in accordance with the general principles that govern the subject.

Motion agreed to.

Progress reported.

#### CANADIAN NATIONAL RAILWAYS.

Hon. J. D. REID (Minister of Railways) moved the second reading of Bill No. 141, respecting the Canadian National railways.

Mr. FIELDING: Was that on the list of Bills which my right hon. friend gave to the House last night? My recollection is that it was not.

Sir ROBERT BORDEN: No. I will not take it up if there is any objection—

Mr. FIELDING: I am not objecting.

Sir ROBERT BORDEN: The Minister of Railways informed me that he proposed having the Bill read a second time and then having it referred to the Railway Committee.

Mr. J. D. REID: My intention is simply to have the Bill referred to the Railway Committee.

Mr. FIELDING: I understand the purpose of this Bill is to provide for the extension of several branches of the Government railways in the West?

Mr. J. D. REID: Three short extensions of lines now owned by the Canadian National railways. When we require a new charter or an extension, we must come to Parliament and go through the usual process just as if this were the Canadian Pacific or any other private railway. We are asking for three extensions, and I wish to

refer the matter to the Railway Committee in the ordinary way.

Mr. FIELDING: My hon. friend knows that these days we are constantly talking of economy. If it was the declared policy of the Government not to make any such extensions, I should hesitate before asking for any extension in the East. But if we are to provide for some extensions of the National system in the West—and I assume these are justifiable extensions—it is not unreasonable that we should consider claims that may arise in the East. I have had brought to my notice and wish to bring before Parliament the claim of the town of Lockeport, in the county of Shelburne, a very important fishing district in Nova Scotia, about three miles from the railway. That is to say, what is known as the Halifax and South Western railway, part of the Government system touches the water of Lockeport harbour, but is three miles away from the town. Communication is by a ferry boat, and that is very unsatisfactory but, of course, better than nothing. There is a growing feeling there that this large town, which is incorporated, ought to have more immediate connection with the railway, and it is not surprising that the people of that district desire that facility. Every day we are realizing that more attention should be given to the fisheries of the Dominion as a source of food supply. This is one of the districts in which the fishing business is pre-eminent. It is growing in importance all the time, and the desire of the people that they should have direct communication with the railways, instead of having to take their freight three miles away either by road or ferry boat, is a very reasonable one. I think representations have been made to President Hanna at Toronto, and I would ask my hon. friend to communicate with the department with reference to this matter. I desire to urge on the minister that if our financial condition was such that we could not provide for railway extensions in any part of the country, I would hesitate to bring this matter to the attention of the Government, but if we are to provide some extensions in the West it is only rational and reasonable that a moderate expenditure of an urgent character in the East should also be considered. It is a new question to my hon. friend, I have no doubt, but I should be glad if he would investigate and see if something cannot be done to give these people the small advantage of what is no more than a siding of about three miles.