

the character of a treaty without having that document on the table of the House is a most extraordinary proceeding, and I entirely agree with the hon. member for Brome that in taking such a step we are establishing a very dangerous precedent.

Mr. SPEAKER: I am not altogether clear that the Minister of Justice is entitled to reply, but I am sure that the House would in any event concede him that courtesy. I wish, however, to direct the attention of the House to the fact that, while I know that this motion was prepared by a responsible officer, I think an error was committed in not having included in the motion the reasons for the non-concurrence in the amendment of the Senate.

Mr. GAUVREAU: They are all mixed up.

Mr. DOHERTY: Mr. Speaker, I beg to move an amendment by inserting the following reasons, namely:

That the treaties referred to in the portion of the amendment to the preamble of the Bill hereinafter proposed to be struck out have not as yet been signed, and the Government is not in a position to put before the House the provisions that the same may contain, even in substance; nor to affirm that the same will be on the lines of that with Germany already approved by the House.

It can go in the second paragraph.

Mr. SPEAKER: As this is in effect a non-concurrence in the amendment of the Senate, under our rules it is essential that the reasons for the non-concurrence ought to be included, and therefore the Minister of Justice is desirous to add these words to his motion.

Amendment agreed to and resolution as amended agreed to.

MANUFACTURE AND IMPORTATION OF OLEOMARGARINE.

On the motion of Hon. Mr. Guthrie, the House went into Committee on Bill No. 28, to permit the temporary importation, manufacture and sale of oleomargarine in Canada.

Bill considered, reported without amendment, read the third time and passed.

CRIMINAL CODE AMENDMENT (ELECTROCUTION).

On the Order: House again in Committee on Bill No. 6, to amend the Criminal Code (Electrocution).—Mr. Mowat.

Mr. MOWAT: Before the House goes into Committee again on this Bill, I desire to make a short statement. The Bill as it now is—

[Mr. Fielding.]

Mr. SPEAKER: Order. The hon. member is not entitled to make any statement upon the calling of the Order, excepting it is to discharge the Order, inasmuch as the Speaker leaves the Chair without the question being put.

Mr. MOWAT: May I be permitted—this Bill having been called from time to time and allowed to stand—to give the reason for it? It is this—

Mr. SPEAKER: Does the hon. gentleman ask that this Order stand?

Mr. MOWAT: I am giving an explanation why it should stand for the time being.

Mr. SPEAKER: The Order stands.

INTERCOLONIAL RAILWAY.

PROPOSED EXTENSION INTO NON-RAILWAY SECTIONS OF MARITIME PROVINCES.

Further consideration of the following motion of Mr. D. D. McKenzie resumed from October 6:

Whereas on the 16th of March, A.D., 1914, this Honourable House passed the following Resolution which was accepted by the Government,—

"Mr. McKenzie moved that in the opinion of this House the time has arrived for the extension of the Intercolonial Railway of Canada into the non-railway sections of the Maritime Provinces within reasonable range of the said railway." See pages 1736, 1737, 1738, 1739 and 1740 of Hansard for the said year, A.D., 1914.

Be it therefore resolved that, in the opinion of this House, the proposals of the said Resolution of the 16th of March, A.D., 1914, should be carried forward to completion at the earliest possible date.

Mr. O. TURGEON (Gloucester): Mr. Speaker, from time to time the people of the Maritime Provinces through their representatives in this House have asked the Government for better railway facilities, and it is my desire to support the resolution of the hon. leader of the Opposition for the extension of the Intercolonial railway into the sections mentioned by him, for I believe that such extension would very greatly contribute to the development of trunk line traffic. In New Brunswick and Nova Scotia we have in the Intercolonial railway our only trunk line, and, of course, it cannot be expected that capital will be attracted for the construction of short local lines, which by themselves cannot be operated at a profit. Branch lines are not built with the primary object of securing dividends on local traffic; their real purpose is to act as feeders to trunk lines. The hon. gentlemen who have already taken part in the debate on this resolution have mentioned that the districts re-