

not chosen the best method of bringing the policy he advocates to the attention of parliament. The suggestion made by him that the government should buy the Canadian Pacific Railway is surely worthy of some notice beforehand so that we should have time to consider such a large question. But he has chosen instead to bring up this question, without a moment's notice, to the attention of the House. I would suggest, at the opening of this session, that we ought, as much as possible, to adhere to the old rule that no question be brought to the attention of the House on a motion to adjourn except one of great urgency.

Mr. MACLEAN. Hear, hear.

The PRIME MINISTER. I do not see the urgency in this case. This matter can stand until to-morrow. I do not think it is of such a character that twenty-four hours' notice would be too much to give, before proceeding to its discussion. If he is anxious to have the question brought up without a moment's loss of time, he could do so, within the rules, by calling attention to it in a few moments when we move that the House resolve itself into Committee of Supply. And even if the House be not ready to go into supply—

Mr. MACLEAN. If.

The PRIME MINISTER. The motion could be moved in order to give my hon friend the opportunity he desires, which I, for my part, would be glad to give him. I therefore have no other course to ask the House to take than to vote his motion down.

Mr. N. CLARKE WALLACE (West York). I think, Mr. Speaker, that this House is entitled to a little more information from the government than has been given us. The matter brought before our attention by my hon. friend from East York (Mr. Maclean) is one of momentous importance to the people of Canada. The right hon. the First Minister has either not been seized with its importance, or, for some other reason, is not prepared to make any statement about it.

But take the facts, as we know them, connected with this railroad question. We have had the information give us within the past few days that the Grand Trunk Railway has made the city of Portland its ocean seaport, not only for the winter months, but the whole year round. This magnanimous, generous and beneficent government built a bridge for this company in order to enable it to take its business away from Montreal to Portland, and the Grand Trunk Railway boasts that that bridge has been built without a dollar of cost to that company. I have always said in parliament, and this side of the House always protested that the bargain made with the Grand Trunk Railway and the Drummond County deal, was a most improvident one. But leaving the Drummond County Railway aside for

the moment and dealing simply with the Grand Trunk Railway, this government gave them sufficient money to enlarge the Victoria Bridge across the St. Lawrence and to carry that product, which we all desire should be shipped from the Canadian ports of Montreal or Quebec in the summer, and Halifax or St. John in the winter, to a foreign port. Now we have the important information from Mr. Reeves that the whole of that business in winter and summer is to be transported to Portland. The Grand Trunk Railway say that they have made enormous investments in Portland and ask: Are we to leave those investments idle? And they have been aided by the generosity—or rather I should say by the extravagance, the unjustifiable extravagance, of this government—to make Portland the winter and summer terminus of their road. Here is a most disastrous position of affairs. We have our Canadian cities down by the sea, Halifax and St. John, of which we are proud, and whose growth and increase we should do our best to develop. Then we have the city of Quebec, which is beginning to show—and we are glad to know it—signs of increased prosperity, and the great city of Montreal, the ocean port of Canada. Yet we are told to-day that the business of this country, so far as the Grand Trunk can do it, is to be carried past our doors into a foreign and hostile country. I protest that the government should have something to say about these matters rather than make the poor plea that it is inconvenient to bring them up, that we should adhere to the old rule and let the motion stand until to-morrow, when the House goes into Committee of Supply. In my opinion that is a most absurd proposition. You cannot move an amendment to the motion to go into supply because the government will then say: This is a want of confidence motion, and will call on all its supporters to vote it down without discussion. My hon. friend from East York (Mr. Maclean) has taken the proper course in bringing this matter to the attention of the House.

Then there is another question, which arises in a distant locality, but is closely connected with the one now before the House. We read from day to day that James J. Hill, of the Northern Pacific Railway, is acquiring possession of Canada's great coal fields, the Crow's Nest coal fields, and that he will apply to parliament for a charter to build a road into that district. It is true that the speech from the Throne gives us no enlightenment or information about this important matter, but we would like to know something about it. We would like to know whether the Crow's Nest coal fields, the greatest perhaps in the world to-day, are to be handed over to this rival corporation beyond the jurisdiction of the parliament of Canada or the government, which three or four years ago manipulated them in the interest of its friends.