

of a railway which has cost us some \$80,000,000 we are to let Bills go through without time for consideration. Why, Mr. Speaker, the minister thinks he has got an option. The minister is both a railway man and a lawyer. The leader of the opposition (Mr. R. L. Borden) is a good lawyer, I should say, and has had about as much time to consider this Bill as the Minister of Railways has given to it. The leader of the opposition has come to the conclusion that this is not an option. If I should dare to present my own individual opinion against that of the combined railway minister and lawyer, I would say it is not an option. I would say that under that Bill as he has presented it to this House it is not an option. The Bill provides that we shall have running powers. We shall have the running powers and we must pay for that right. It is quite true that we need not exercise the right but we must pay for it. The company, the Canada Atlantic or the Grand Trunk Railway can apply to the Railway Commission to settle the terms. That is the opinion of hon. gentlemen on this side of the House after five minutes' consideration of the Bill which has been handed over here in typewritten form, and we are gravely asked, sitting here representing the Dominion of Canada, to pass upon such measures on a few minutes' notice. Is that what ought to be submitted to by members of this House? I think not. Supposing the hon. gentlemen are right. Let us assume they are absolutely right in their contention, is it reasonable that gentlemen on this side of the House, who honestly believe that the Bill is not as hon. gentlemen opposite say it is, should be forced to deal with the Canada Atlantic without knowing the bearing of the government's Bill. I am quite prepared to admit that possibly the Minister of Railways may be correct, but we on this side of the House do not always believe that a thing is so when a minister says it is so.

Mr. EMMERSON. You should take it on faith.

Mr. BARKER. There is a certain absence of faith among us in that respect.

Mr. EMMERSON. Oh, ye of little faith!

Mr. BARKER. I won't say 'little,' but we have not absolute faith in the Minister of Railways. We do think that the Minister of Railways does not represent the whole Dominion; we think there are other constituencies than Westmoreland.

Mr. EMMERSON. But not quite so good.

Mr. BARKER. If the Minister of Railways and the Prime Minister can concoct two or three Bills and shove them through the House, what is the good of the expense of convening a parliament? The Czar would desire nothing better than that.

Some hon. MEMBERS. Oh.

Mr. BARKER.

Mr. BARKER. The Czar would call in a Grand Duke in the semblance of the Minister of Railways, and he would say: 'It is,' and we would bow and say: 'So be it'; but that is not the duty of responsible representatives of the people. I am not talking badinage; if the general managers of three railways, situated as these three railways are, were discussing this matter, and if the man representing the Intercolonial Railway were to sit quietly by without knowing what the terms of the bargain were, he would get his walking ticket and be told to seek more congenial employment.

Motion agreed to, and House went into committee on the Bill.

On the preamble,

Mr. HAGGART. I wish a statement from the Minister of Justice as to whether the government Bill means merely the apportionment of the traffic between the two roads, or whether it means a money payment as consideration for the use of this piece of railroad?

Mr. FITZPATRICK. My hon. friend (Mr. Emmerson) stated the facts very fully. Briefly, the intention of the government is to take running rights over the Canada Atlantic Railway for the Intercolonial Railway, so that, if it is thought desirable, we should have the power to run the Intercolonial Railway trains over the Canada Atlantic Railway.

Mr. HAGGART. On what terms would the commissioners be authorized to pay for that?

Mr. FITZPATRICK. Upon the terms and conditions to be settled by the commissioners, absolutely as they would settle them if they were acting between two private companies under section 137 of the Railway Act.

Mr. BARKER. Does the minister propose that the commissioners shall settle the compensation for the right to run?

Mr. FITZPATRICK. They shall settle the compensation to which the company shall be entitled for the exercise of the right.

Mr. BARKER. The Bill is to provide that the Grand Trunk Railway are not to be allowed anything unless you do run over the road?

Mr. FITZPATRICK. Of course. If there is any doubt on that point, it ought to be made absolutely clear; and, so far as I am concerned, I would contribute to make it absolutely clear.

Mr. BARKER. Is it the intention of the government that any payment shall be made for the right to exercise running rights, or is no payment to be made unless the government actually exercise the right of operation?