

was a large attendance at the committee and every clause was thoroughly discussed and the Bill was almost unanimously adopted without a vote. I do not think it is worth while wasting time discussing the matter that has been raised here. I agree with the hon. member for Grey (Mr. Sproule) that the clauses are usual. The people there want railway facilities and the limit in the Bill is two years to commence and five years to complete. If the road is completed within five years I am sure the country will be delighted. As to the clauses affecting the bonding powers and stock, they were well considered and the committee agreed with the views expressed by the Minister of Railways and left it to him to have the Bill amended along the line he indicated. The minister has gone further than any member of the committee thought of at the time, because he has—and I believe the committee has agreed to it—amended the clause so as not to increase the capital stock of the company beyond the powers they now possess. That has been restricted to a greater extent than any member of the committee present thought it would be.

Mr. CLARKE. Is it usual to give a charter covering such a large area—a charter that will enable them to start almost any place and go almost any place?

Mr. COCHRANE. That question was raised, and as the Minister of Railways stated the line goes through a wild and unknown part of the country and he did not think the power was unreasonable.

Mr. GILMOUR. As I understand the situation of that country, I agree with what the member for Selkirk (Mr. McCreary) has said. I can not see why the Canada Northern Railway should seek for a line from a point near Victoria down south, and land at the Red Deer and stop there. It is going in the wrong direction. They will have to haul back and go away up to Victoria and east again. I could understand it quite well, if they would come down to Medicine Hat and have running powers along the Canadian Pacific Railway, but it would seem to me very peculiar if we granted them this part of the charter because it would stop a line being built there at some future time. I could understand the Canadian Pacific Railway if they were to run a line, and I think they ought, from Medicine Hat north between Alberta and Saskatchewan, but I do not understand what the Northern Company want with this line coming there and stopping there. I do not agree with the member for Selkirk with regard to having no coal at Red Deer. There is coal at the Red Deer but there is no necessity for the Northern Railway coming there for coal, because they can get lots of it along the Saskatchewan.

Mr. SPROULE. This charter says that they shall have power to bond:

Provided the number of bonds, debentures or other securities issued by the company and at any time outstanding, including those heretofore issued, shall not at any time exceed \$20,000 per mile.

I think that includes all the bonds that they could possibly issue over any portion of the road.

Mr. GILMOUR. I should have added to what I said, that no part of that country up there needs a road more than this. As the hon. member for Selkirk has said, the settlers have gone in ahead of the railway and they are too far away now. It is high time a railway went there, but it should run from Medicine Hat and along between Alberta and Saskatchewan.

Mr. McCREARY. The hon. gentleman (Mr. Gilmour) is well acquainted with the situation up there, and one would need to be well acquainted with it before he understood this particular branch line. As a matter of fact there is a charter before this House running from Medicine Hat north and west to the Red Deer, along ridge 16 west of the fourth meridian to the Saskatchewan river. That charter goes through a territory that is now being settled by immigrants. It will connect with the Canadian Pacific Railway and also with the branch line running from Lethbridge to Medicine Hat. People who come from the United States via Coutts will be able to come up and go into the northern limit by this new line parallel to the Calgary and Edmonton. It is a strange thing that the Mackenzie and Mann Company never thought of applying for this charter until the other charter had been advertised for some time.

Then it dawned upon them that they would like to have a kind of branch line starting from no place and going to no place, to take the place of the line for which there is a charter before the House. A more ridiculous piece of legislation is not on the statute-book, to any man conversant with the situation, and before I sit down, I am going to move that that branch line be struck out. With regard to the bonding privilege, I am not sufficient of a lawyer or a parliamentarian to know exactly what that means—whether the \$20,000 a mile is in such a shape that this company cannot recede from the bargain made with the province of Manitoba. While the bargain made by the province of Manitoba is not exactly endorsed by me, I admit that it is turning out to be a much better bargain than I anticipated. But we do not want to jeopardize that province by placing on it a burden which it never expected to bear. If this provision is going to increase the liability of the province of Manitoba one cent, hon. members should not allow it to pass; because while it is giving us relief from a monopoly, it is an expensive bargain, which will require a great deal of careful handling in the next ten years to