

position as any railway incorporated under a special Act. For instance, the Grand Trunk Pacific Railway, which we are now incorporating, would be in the same position as the Intercolonial Railway. That is, the minister and his officials would have all the management of the government railway, as the president and directors of the Grand Trunk Pacific Railway would have of their line. They would engage all the employees; they would make out their rules and rates for freight and passengers, and these would be approved by the board of commissioners, and enforced. The only difference, so far as freight rates and passenger rates go, as far as I can understand by a study of the Bill, would be, if it came under the provisions of this measure, publicity would be given to those rates. The new law requires that all tariffs shall be submitted to the board of commissioners, and approved, and that then they shall be posted up in public places about the stations so that every one can have access to them, and know what the tariffs are. That would be the only change, so far as the tariffs are concerned. The Minister of Railways would frame his tariff, so far as the government railways are concerned, just as he does at the present time, and just as the president or directors of any company would frame the tariff of their road.

Hon. Mr. CASGRAIN—Under one clause of this Bill, the Governor General in Council has a right to revise anything done by the board.

Hon. Sir MACKENZIE BOWELL—Anything?

Hon. Mr. CASGRAIN—Apparently, as I read the Bill, there is an appeal to the Governor in Council.

Hon. Mr. WOOD—There is the right of appeal, but not to revise.

Hon. Mr. CASGRAIN—If there is a right to appeal, it surely must carry the right to revise. Subsection 2 of clause 44 provides:

2. The Governor in Council may, at any time, in his discretion, either upon petition of any party, person or company interested, or of his own motion and without any petition or application therefor, vary, change or rescind any order, decision, rule or regulation of the board, whether such order or decision be made inter partes or otherwise, and whether such regulation be general or limited in its scope and application; and any order which the Governor

in Council may make with respect thereto shall be binding on the board and all parties.

3. An appeal shall lie from the board to the Supreme Court of Canada upon a question of jurisdiction, but such appeal shall not lie unless the same is allowed by a judge of the said court upon application and hearing the parties and the board; the costs of such application shall be in the discretion of the judge.

Hon. Sir MACKENZIE BOWELL—That would keep the road more clearly under the control of the government then.

Hon. Mr. FERGUSON—But the minister could still administer the road as a company could.

Hon. Mr. LANDERKIN—As there has been a considerable change in the establishment of a board, however, desirable the amendment hon. gentlemen wish, would it not be better to wait until we see the result of the Railway Commission in operation for a year or two before we take such a drastic step as this? It may be well to ascertain how beneficial or otherwise the change that has been made will be upon railways, and would it not be well for this House when the Bill has come to us in this form, and when it was not adjudged wise to take altogether this drastic step to allow it to remain until we profit by the experience of the board for a year, or perhaps two years, and then, if it be a proper time, and a judicious thing for this body to move, if the experience of that board is beneficial in the conduct and management of railways, a change could be made.

Hon. Mr. FERGUSON—I agree with much of what has been said by my hon. friend from Westmoreland, as to the many advantages which would certainly arise from the government railways coming under the jurisdiction of this board, the same as other railways of Canada. I fear, however, that there would require to be a good deal of careful consideration of the whole Bill to find whether its provisions would exactly fit into that state of things. The suggestion that has been made about the power given to the Governor in Council, under clause 44, I do not think would be at all fatal; but it is necessary if such an important change as this is made, for the Department of Railways and the government to go over the whole Bill carefully, and see whether some other consequential changes would not have to be made. It is well this proposal