

the programme of the Liberal party. I will read a part of that programme:

(Translation.)

Faithful as we are to the traditions of the Liberal party which we represent, we disclaim any idea of enslavement. As stated not long ago, in the House by our leader, Sir Wilfrid Laurier, it is not a principle with us Liberals that all minds must be cast in the same mould, that all wheels must revolve in the same groove that we must act like a flock of sheep, and wherever one jumps, the others must follow. That is not our standard of excellence.

Now, gentlemen, here is an opportunity for you to show that you are in earnest. We will see whether the hon. gentlemen are all going to pass through the gap made by the hon. member for Bonaventure (Mr. Marclil) and the hon. member for Gaspé (Mr. Lemieux), who have jumped past the wall, so far as the proprieties and the rules of this House are concerned, in their attempt to kill this Bill in the embryo.

Mr. SPEAKER. (Translation). I would ask the hon. gentleman to address the Chair.

Mr. BALL. Now, Mr. Speaker, do you not think we deserve to have this Bill granted, after what this paper says about the Liberal party? I would not sit down without saying a few words in regard to Mr. C. N. Armstrong. I am sure the House would not be pleased if I did not do so. I was here yesterday and heard the discussion, and I heard what some of the speakers said about that gentleman. I do not see what the Liberal party can have against Mr. Armstrong. He never says anything against them—never a word. All I know that he has done for the Liberal party has been that he gave \$100,000 of the money of the Baie des Chaleurs Railway to Mr. Pacaud, of Quebec, to bring out the election in favour of the Liberal party; that is to say, the most of it went there, and the balance went to pay some of his Liberal friends' notes; and you would be very much surprised if I were to give you some of the names. My hon. friend here (Mr. E. F. Clarke) is afraid I will name some of them. He need not be afraid.

Mr. CHARLES MARCIL (Bonaventure). Mr. Speaker, I must object to this motion on the ground that this Bill came before the Railway Committee, was discussed at length there, and was thrown out both this year and the year before. I am sorry that the time of the House should be taken up again with this question; but I am unable to allow the statements of the hon. member for Nicolet (Mr. Ball) to go down on 'Hansard' without contradiction. I represent the constituency which is chiefly interested in this railway, though other constituencies are also interested in it, and I would not like the hon. gentleman's statements to go unanswered and unchallenged. I have the greatest respect for the hon. gentleman. I

believe he himself is one of the victims of the gentleman he mentioned in his speech, and if I could assist him personally in any way, I would gladly do so. But we are now dealing with the public interests, and it is impossible for me to allow this Bill to go through, and to allow the charter of the Atlantic and Lake Superior Railway Company to be revived, for reasons which are best known to the country and the House. The Bill under consideration at present is for the purpose of extending for five years the powers granted to the Atlantic and Lake Superior Railway Company in 1893-4, which expired in 1899 and were partially revived in 1901. This Bill (No. 36), is to revive those powers, which gave the Atlantic and Lake Superior Railway Company the right to build a road from Gaspé basin to Sault Ste. Marie. The report of the Railway Department says this was done by the company entering into an agreement with certain companies named for the purchase or lease of their railways, in whole or in part between the points named. Agreements were made by the company for the purchase of the Baie des Chaleurs Railway, for utilizing the bridge of the Montreal Bridge Company, for the purchase of the Great Eastern Railway between Yamaska and St. Gregoire, and for the purchase of the Ottawa Valley Railway between Lachute and St. Andrews, and ultimately extending to Sault Ste. Marie. This project has fallen to the ground years ago, the company has no legal existence, and the only railway that is operated is the old Baie des Chaleurs Railway. The Atlantic and Lake Superior Railway Company, in 1900, being unable to meet its obligations, unable to pay interest on the amount of money which had been advanced to it, transferred its road over to trustees represented by Mr. Galynde, mentioned by the hon. member for Nicolet. These trustees have been operating the Baie des Chaleurs branch of the railway during the last three years. The rest of the railway never had any real existence. The Ottawa Valley portion was dealt with yesterday, the Montreal Bridge portion was dealt with by the House last year and was withdrawn from the Railway Committee this morning, so that the only portion of the road, which really has any existence, is the Baie des Chaleurs portion, and that is now transferred to trustees. In face of these facts, is it possible to revive all the powers of the company from Gaspé Basin to Sault Ste. Marie for five years, and to add to these powers the permission to this company to connect with the Grand Trunk Railway, the Jacques Cartier Union, the Grand Trunk Railway Pacific, the Canadian Northern Railway, the South Shore Railway, the Algoma Central, the Hudson Bay, the Central Counties Railway Company, the Guelph and Grenville and St. Chrysostôme Railway? Here is a company, which is to all intents practically insolvent,