

kept wondering and undecided whether they are dealing with the Grand Trunk or the Grand Trunk Pacific. It is not necessary to weary the House with a further discussion, for this matter has been debated both on the second reading and in Committee of the Whole, so that the people are in possession of the facts and discussion in the country can go on. And I must say that the more the discussion has gone on among the people, the more the people have said the opposition are right and the government wrong. The opposition is perfectly right in determining not to leave the job so long as there is any opportunity left of setting right in any particular this contract which the government forces upon the country.

Amendment (Mr. Lancaster) negatived.

Mr. BORDEN (Halifax). Lost on the same division.

Mr. SPEAKER. Lost on the same division as last recorded yesterday.

ORDER IN THE HOUSE.

Mr. R. L. BORDEN (Halifax). If I may be permitted, I would like to ask my right hon. friend (Rt. Hon. Sir Wilfrid Laurier) to co-operate with you Mr. Speaker, in maintaining better order during this forenoon. I do not think it is in keeping with the decorum of this House that when an hon. gentleman on either side is speaking, six or seven others should be carrying on conversation almost at the top of their voices, as has been the case for some minutes past. I think that my right hon. friend, and you, Sir, in particular, must see to it that there is a little better order kept in the House. I refer at this moment particularly to hon. gentlemen on the other side of the House, although, as I said on a previous occasion, I have noticed the same thing on this side, and I deprecate it as much here as there. But during the last fifteen minutes when my hon. friend from Lincoln and Niagara (Mr. Lancaster) was speaking, I noticed at least half a dozen gentlemen carrying on conversation in tones almost as loud as those of my hon. friend in addressing the House. I do not think we should conduct the business of the House in that way. Some restraint should be put upon hon. gentlemen; and I, for my part am prepared to support you, Mr. Speaker, to the utmost of my power, so far as this side of the House is concerned, in putting a stop to this undesirable condition of things. I trust the right hon. gentleman (Rt. Hon. Sir Wilfrid Laurier) will support you with regard to the other side.

The PRIME MINISTER (Rt. Hon. Sir Wilfrid Laurier). I am afraid the sinning is not all on one side—

Mr. BORDEN (Halifax). I have said so.

The PRIME MINISTER. And my hon. friend (Mr. Borden, Halifax) acknowledges

Mr. LANCASTER.

it. I have no hesitation in saying that, for my part, I shall be glad to co-operate with him, and with you, Mr. Speaker, in preserving order. I suppose that if we maintain order we shall reach prorogation all the sooner—and it ought to be sufficient inducement for us all to behave. If my hon. friend (Mr. Borden, Halifax) says that he will take care of his own side, I will try to take care of ours; and you, Mr. Speaker, will take care of both.

Mr. BORDEN (Halifax). I do not know that I said I would take care of my own side; I do not know that they require much care. But I said that I would endeavour to support you, Mr. Speaker, so far as my own side is concerned, and that is what I suppose you would desire.

Mr. SPEAKER. For my part I will do my best to maintain order.

NATIONAL TRANSCONTINENTAL RAILWAY.

Mr. RICHARD BLAIN (Peel). Before the third reading of this Bill is carried, I wish to occupy the attention of the House for a very short time to move an amendment, which applies to section 8, it is as follows:

That all the words after the word 'that' to the end of the question be left out, and the following be substituted therefor: 'the Bill be referred back to a Committee of the Whole House with power to amend section 8 by adding thereto the following words:—

'Provided, however, that the surveys and plans, showing the most favourable route and the best practicable grades and curvatures that can be obtained, together with an estimate of the cost based thereon, shall be first submitted to the parliament for approval.'

It seems to me that this is an amendment that should meet the approval of both sides of the House. When this Bill was first introduced by the Prime Minister, the leader of the opposition challenged the government to state within ten million dollars what the cost of this work would be. I listened with great attention to the whole debate, lasting many weeks, and I have not heard any member of the government attempt to answer or to solve that question. I am quite sure that the people of Canada will regret very much that the parliament of Canada propose to expend in the neighbourhood of one hundred or one hundred and twenty million dollars without first laying upon the Table of the House some closer estimate of what this work is going to cost, and some estimate of its length, within a few miles, and the character of the country it is to traverse.

During this discussion a large number of petitions have been presented to the House coming from every section of Canada, coming from the farmers of this country, who ask that, following ordinary business principles, the government should lay upon the Table some estimate of the cost. Surely,