

Mr. E. M. MACDONALD. I am instructed that they have been.

Mr. BARKER. I see that this Bill gives the company power to acquire not only the Canada Atlantic Railway, but a couple of transport companies, which I suppose means a shipping company, and a railway in the United States. Can the hon. gentleman tell us what the stocks in the United States are—whether they are paid-up stocks or stocks on which calls may be made? At the same time, I would ask him the particulars of these bonds which this Bill is giving the Grand Trunk Company the right to acquire, hold, pledge and dispose of. I think we ought to know the extent of the obligations we are authorizing the company to enter into.

Mr. E. M. MACDONALD. I think the hon. gentleman was present at the Railway Committee when Mr. Chrysler, representing the companies, explained these questions fully.

Mr. HAGGART. We ought to have them here.

Mr. E. M. MACDONALD. My hon. friend will remember that the explanation was to the effect that these companies were kindred companies with the Canada Atlantic, and related to pieces of road which were not in Canada. My hon. friend will also recollect the statement which was there made with regard to the matter of stock, which statement I have not with me. I venture to submit that it is rather an unusual proposition to ask that all these matters of detail which were thoroughly threshed out before the Railway Committee, should be gone into again. It seems to me that I have heard the rule laid down quite frequently, and sometimes by hon. gentlemen opposite, that when the railway or any other committee had considered such details, they were not to be taken up again by this House unless there was some grave reason for doing it.

Mr. FOSTER. The House delegates to a committee certain duties but the House is larger than the committee. There are many members here who are not on the Railway Committee and consequently did not get the information which was furnished there, but even if they were all on that committee, the whole question comes up for review before this House and we have a perfect right to all these details. Often in unimportant matters that is not insisted upon, but we are certainly perfectly right in a case of this kind in insisting on having them. If the hon. gentleman is not in a position to furnish them this afternoon, it would be better for the committee to rise and report progress.

Sir WILFRID LAURIER. My hon. friend from Pictou (Mr. E. M. Macdonald) is perfectly right. As a rule these Bills are threshed out in detail before the Railway

Committee and the House accepts them as they come from that committee without insisting that all these details be gone into again, unless there is some very grave reason to the contrary. I have never known a case in which the promoter of a Bill was expected to give here all the details which were given to the committee.

Mr. FOSTER. He should be prepared to.

Sir WILFRID LAURIER. These details are not absolutely material to the determination of the issue whether or not these powers should be granted. I beg altogether to dissent from the view that this Bill should be deferred until the Bill of the government is ready for discussion. It was deferred in order that we should have a declaration of the policy of the government. That declaration has been given. It is not our intention to acquire the Canada Atlantic or do anything more than acquire the running rights. It is not even our intention at this time to exercise those running rights, but I believe, with my hon. friend from Lanark, that those powers should be reserved, to be used or not as the circumstances may require. The policy of the government having been declared, there should be no further objection to going on with this Bill. It is simply a matter of private legislation. The question is whether to agree to it would be in the general interests of the country; and if that be determined in the affirmative, it is of great importance to the Grand Trunk Railway that it should know our decision at once so that it may go on with the necessary operations.

Mr. INGRAM. Is it not a fact that the government intended in the first instance to amend these Bills so as to cover the very point covered by the public Bill introduced to-day by the Minister of Railways? When these Bills were before the Railway Committee, true this information was furnished, but there was also the understanding that when the government brought in their Bill more information would be furnished. It is true also that when Bills are reported to the House it is not usual to send them back, but in this case we are asking for certain information which is not forthcoming. Is it to be supposed that because the promoter has not that information at hand, we are to be refused it. This House has no record of the information furnished the Railway Committee, but there is a record kept here of information furnished the House as a justification for the legislation it passes.

Mr. E. M. MACDONALD. It was stated before the Railway Committee that these two other companies the Canada Atlantic, the Canada Atlantic Transit and the Vermont and Province line, were companies in which the stock was largely controlled, if not wholly, by Mr. Booth. The proposal is to permit the Grand Trunk Railway to