

formation that has come to him, that he believes such and such a thing is true. It is entirely within his own judgment as to whether he will go further, and as to how he will go. Now there is no use attempting to bluff down a new member, and I am glad to know that my hon. friend here has not been bluffed down by the Minister of Railways or by the Minister of Finance. The Minister of Railways intimated that my hon. friend here lacked in modesty. Well, that is one thing that the Minister of Railways does not lack in. He certainly did not lack in that admirable quality last year when certain very important legislation was going through intimately connected with his department and when all the King's horses and all the King's men could not draw a word, on account of his excessive modesty, from my hon. friend the Minister of Railways and Canals.

Mr. EMMERSON. That is my natural reserve.

Mr. FOSTER. If I heard rightly, what my hon. friend from Algoma said was this—the essence of it is certainly known to all members of the House. The words that a man uses sometimes, when he is making a statement, are not just exactly what he would have liked them to have been. There was a notable instance of that in the case of an hon. gentleman who sits a little behind my hon. friend the Minister of Railways and Canals the other day. That often happens in this House, but what my hon. friend said was that, according to the best information he had, private parties had in their possession plans of these terminals, and were using them for their own purposes.

Mr. FIELDING. And that they received them from the Railway Department.

Mr. FOSTER. No; he did not say that they received them from the Railway Department. I do not think that will be shown by 'Hansard.' But see the statement made by the hon. Minister of Railways and Canals. It was that these things came to him under seal, and that they were kept under seal.

Mr. EMMERSON. No; I did not say that.

Mr. FOSTER. It was that they did not come to him under seal, but that he immediately put them under seal.

Mr. EMMERSON. That is it.

Mr. FOSTER. Very well; they did not need at all to have had the seal broken and to have been distributed by the hon. Minister of Railways and Canals, or by his deputy, to be seen by other servants in his employ. Evidently the men who prepared the plans did not think they were of such a nature that they had to be transmitted under seal to the minister. They were in the

Mr. FOSTER.

course of transmission to the department, and no one knows how long they lay there until they were taken by the hon. minister and put under seal. The hon. minister has not been over spry—on account of his modesty, I suppose—in overtaking the details of his department, and these same plans having been lying in his department since July or August, I think he said, anyway for a good long while, and the hon. minister has done nothing at all in regard to them yet. How long did they lie there before the hon. minister got hold of them and put them under seal? During the time of the transmission to the hon. minister they were not under seal, and they were evidently not looked upon as information that should necessarily be under seal, and it was possible for this information to have gone out. After the plans came there, and before they were put under seal, it was possible for this information to have been obtained. My hon. friend will agree with me in that, and that is all my hon. friend from Algoma said—that in some way or other these plans got into the hands of private parties. Then the hon. Minister of Railways and Canals said: Oh, they are secret; they are not to be seen, and I have put them under seal. And then the statement was made that it must have been through the back door of the department that they came. But, as to the matter itself, we will take that up when we come to discuss the whole subject. It does seem to me that there will be a good ground, not a party ground at all, for inquiring into this matter, because we want to know what is the best thing to do.

Mr. EMMERSON. I am waiting to take the matter up again. After hearing the pretty little romance from the hon. member for North Toronto, I wish to say that in August, or last autumn, when the first plans were submitted to the department, they were shown on a certain day; and on the next morning, the very first morning thereafter, I was made acquainted with the fact by the Deputy Minister of Railways and Canals. Accompanying that information was the request to know whether parties could see these plans, and whether the public, or anybody who called, would be permitted to see them. I stated no, most certainly not; that they could not be considered as public property until they had been considered by the government, and that it would be wrong to have that information go out from the department. I asked him to place the seal of secrecy upon the plans, and not permit anybody to see them. I did not see them myself. Now, since then, and within a few months or a few weeks, other plans came in, and I have the right to assume that the same policy was pursued in respect to these. That is the case in a nutshell. I personally have not seen them. I did not ask to do so; I was not in a position to do so; I have not done so,