

have. Do the government intend to pay for the user or do they intend to pay only a certain wheelage rate for the right to run cars over the road? We have no statement, simply an option, they say.

Sir WILFRID LAURIER. Hear, hear.

Mr. E. M. MACDONALD. That is all.

Mr. HAGGART. It is not an option, if my view of the case is correct. But if it is an option, we want a statement brought down showing whether the government intend to exercise that option and in what form they intend to exercise it—whether they will pay a certain sum for the running powers, or whether payment is to be made according to the use of the road, the sum to be fixed by the Railway Commission, subject to appeal to the Supreme Court. In the latter case I doubt very much what chance the government will have in an arrangement of that kind made between the Grand Trunk Railway and the Canada Atlantic Railway. As the promoter of the Bill says, and as the hon. member for East Elgin (Mr. Ingram) says, it is of no particular interest to the people what domestic arrangements are made between the Grand Trunk Railway and the Canada Atlantic Railway. I have stated my opinion again and again that, even if they pay double the value of the road that does not necessarily involve the people in the payment of higher toll. But what strikes me as strange is that the Grand Trunk Railway, a live concern and well informed as to the possibilities of the road, should bind their stockholders to the payment of a sum that must be over \$600,000 a year for a road which, according to its own statement—and it has every reason to make a statement as favourable as possible—does not earn that amount. The exact earning for the last year of this system, including the branches, was \$423,611.47.

Mr. TAYLOR. Before the Bill carries I wish to draw the attention of the Minister of Railways (Mr. Emmerson) to one point. I do not know whether this Bill will be affected or not. I was informed to-day by a large shipper who has just returned from Montreal that the Allan line of steamers and the Canadian Pacific Railway line of steamers had contracted all their available freight space to Armour, of Chicago, and that Canadian shippers who desired to send by either of these lines would have to negotiate with the Armours. I understand that the Canadian government are giving a subsidy to these steamers for carrying mails. Surely they have made provision for Canadian freight. I would like to know if this matter has been brought to the attention of the government?

Sir WILFRID LAURIER. The point mentioned by my hon. friend (Mr. Taylor) has no relevancy to the question now in hand, but I will take a note of what the hon. gen-

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tleman says and will give him an answer to-morrow.

Mr. HAGGART. Before the Bill is read the third time, I suppose, Mr. Speaker, your ruling is that the committee and the third reading are one stage?

Mr. BRODEUR. It has been decided time and again that when a Bill has been passed in committee without amendment it may be read a third time at the same sitting if the House so decides.

Motion agreed to and Bill read the third time and passed.

#### THE CANADA ATLANTIC RAILWAY

Mr. E. M. MACDONALD moved that the House go into Committee on Bill (No. 46) an Act respecting the Canada Atlantic Railway Company.

Hon. JOHN HAGGART (South Lanark). Before you leave the chair, Mr. Speaker, I would urge the government not to press the consideration of this Bill until we have the other Bill printed and the information concerning it.

Sir WILFRID LAURIER. I need not remind my hon. friend that to-day he was informed that the object of the government was simply to take power to claim running rights over the Canada Atlantic Railway. Whether we shall decide to use those rights or not is a question for future consideration. I agree with my hon. friend that I do not think these rights will be used unless it is to secure better freight rates.

Mr. INGRAM. The right hon. gentleman must remember that the Bills cannot be promoted, on account of the adjournment of the other House. The Bills are not being in any way prejudiced by delay, and when the other Bill is printed, that is the government Bill, the members of this House will have an opportunity of studying the Bill in their hands.

Sir WILFRID LAURIER. It is to be remembered that these Bills have been standing for a long time. We ought to proceed with the business of the House, whether the Senate adjourns or not. It is not certain yet that the Senate will adjourn; in any case, let us attend to our own business, and let the Senate do as they please.

Mr. HAGGART. The right hon. gentleman must remember that these Bills stood, not at the instance of the opposition, but at the instance of the government. The government were to make a statement on these Bills, and the promise was made in the Railway Committee and in the House that we were to have a statement in reference to these Bills, and the statement has been made only to-day.

Mr. E. M. MACDONALD. Friday.