

McLean (Sunbury and Queens),	Price,
Prouse,	Staples,
White (Alt.),	Campbell,
Smith (B.C.),	Cowan,
German,	Arthurs,
Guthrie,	Wallace,
Harty,	Fraser,
Templeman,	Taylor (B.C.),
Pardee,	Sharpe (Ont.),
Aylesworth	Haggart (Winnipeg),
Smith (Stormont),	Blondin,
Knowles,	Meighen,
Graham,	R. L. Borden,
Emmerson,	Maclean (York),
Sifton,	Roche,
Oliver,	Osler,
Clark (Red Deer),	Monk,
McColl (Northumberland),	Barker,
Clarke,	Porter,
McGiverin	Armstrong,
McMillan,	Perley,
LeBlanc,	Crocket,
Sinclair,	Worthington,
Harris,	Bristol,
Devlin,	Forget,
Chew,	Owen,
Low,	Lewis,
Allen,	Beattie,

Amendment (Mr. J. A. Currie) negatived and item concurred in.

SUPPLY BILL.

On motion of Mr. Fielding, House went into Committee of Ways and Means.

Mr. FIELDING. The officials of the House, in accordance with the usual practice, have collected all the items which have been passed through their various stages in Committee of Supply and in concurrence, and, having made the necessary additions, have prepared resolutions to give effect to the wish of the Committee of Supply. I therefore beg to move:

Resolved, that towards making good the Supply granted to His Majesty on account of certain expenses of the public service for the financial year ending the 31st of March, 1909, the sum of \$3,371,935.82 be granted out of the Consolidated Revenue Fund of Canada.

Motion agreed to.

Mr. FIELDING. I beg to move further:

Resolved, that towards making good the Supply granted to His Majesty on account of certain expenses of the public service for the financial year ending the 31st of March, 1910, the sum of \$45,772,253.17 be granted out of the Consolidated Revenue Fund of Canada.

Motion agreed to.

Resolutions reported, read the first and second time, and agreed to.

Mr. FIELDING moved for leave to introduce Bill (No. 117), for granting to His Majesty certain sums of money for the public service for the financial years ending respectively March 31, 1909, and March 31, 1910. He said: This Bill has been prepared by the officials of the House, following

Mr. J. A. CURRIE.

the usual course, and I think the House may fairly assume that it is correct, and pass it through the various stages.

Motion agreed to, Bill read the first time and the second time, considered in committee, reported, read the third time and passed.

GRAND TRUNK PACIFIC LOAN.

House resumed the adjourned debate on the proposed resolutions of Mr. Fielding, to authorize the Governor in Council to advance by way of loan to the Grand Trunk Pacific Railway Company a sum not exceeding \$10,000,000.

Mr. H. B. AMES (St. Antoine, Montreal). On Tuesday last the Finance Minister, on behalf of the government, presented to this House for consideration and discussion a resolution, the opening words of which are as follows:

That it is expedient to authorize the Governor in Council to advance by way of loan to the Grand Trunk Pacific Railway Company a sum not exceeding ten million dollars for the purpose of aiding the company in the completion of the construction of the prairie section of the western division of the National Transcontinental Railway,

It is not necessary that I should read the whole resolution inasmuch as it will form the substance of the discussion upon which we are again entering. Although it may be perhaps unnecessary still I desire very briefly to review the historical aspect of this case. In 1903 the government came to this House and to the country with a proposition for building a transcontinental railway from Moncton to Prince Rupert. This railroad was divided into two portions, the eastern and the western division. The eastern division was to be built by the government and leased; that proposition is not to-day under discussion although it would form an ample subject for discussion in this House and on some future occasion we will doubtless deal with it. The western section is the one which is especially dealt with by this resolution, and I intend to confine my remarks to that portion of this great undertaking. The western division, as is well known, is divided into two parts, the prairie section, extending from Winnipeg to Wolfe creek, 916 miles, and the mountain section, extending from Wolfe creek to Prince Rupert, 836 miles. The terms under which these two sections are to be constructed, although similar are not identical. The prairie section, which was considered to be the easier portion as regards construction was to be built by the railroad company, the Grand Trunk Pacific. They were in the original proposition to be given the proceeds of \$13,000 worth of bonds per mile. This, however, as we know, was altered in 1904 so that the company should receive in net cash \$13,000 per mile towards the construc-