

should unfortunately occur, the public mind has been disturbed by what has happened in the United States that it is proper that the investigation should be made, and I am in accord with the government, in appointing a commission to undertake it. I am sorry they did not exercise greater care in selecting the commissioners, leaving out the judge and selecting men undoubtedly disinterested and qualified for the position.

The paragraph in the speech which refers to the report of the International Waterways Commission has suggested to my mind what has already been sufficiently discussed in this House, that is the Bill relating to the Minnesota and Ontario Power Company passed last session. I took a great deal of interest in that Bill and as soon as I scanned its provisions came to the conclusion that it was a Bill with which we should take the greatest possible care, because it was the first time we came to deal with water power in connection with these international waterways, and our action would be taken as a precedent and might have a very dangerous effect in other places as well as in the place where it was proposed this company should operate. The result, however, proved what has been often proved before to my knowledge, and this House did a most valuable service for Canada inasmuch as it made ample amendments to that Bill, and the clauses introduced in it by the Senate will form very valuable aids to any authority that will ultimately deal with the greater question of our waterpowers along the boundary between Canada and the United States. Reference has also been made in the address to the National Transcontinental Railway and the fact that 400 miles of that road will soon be under contract. That suggests a subject that was brought up in a very pertinent way by my hon. friend from Halifax towards the close of last session, that is with regard to the action of the government in connection with the road from Quebec to Moncton. My hon. friend pointed out on that occasion that by an interim report of Mr. Butler who had charge of the survey, that this proposed route through the centre of New Brunswick would not shorten the line as compared with the Intercolonial Railway, and it brought up the question to our minds of what was claimed to be gained by the construction of that sec-

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tion of the National Transcontinental Railway, by the leader of the government when he introduced the National Transcontinental Railway Bill, when he ventured the opinion that that road would shorten the distance between Quebec and Moncton by about 140 miles. If my memory is right Mr. Butler's interim report on the subject showed that the only route that had been found through the centre of New Brunswick would make the road nearly 11 miles longer than the Intercolonial Railway. The subject should seriously engage the attention of parliament. The contracts have not yet been let on that end of the line, and if these statements are true, that no material difference can be made in the length of the line, parliament should certainly pause before allowing the government to proceed, and the government should pause before proceeding to build that part of the eastern extension. The Intercolonial Railway is doing badly enough at present but if you build another line at an expense of \$20,000,000 to take the traffic from the Intercolonial Railway you will create a situation that ought not to be created unless for the most grave and serious public reason. I see no reason whatever. There is no demand even in the centre of New Brunswick for that road. I believe the feeling in that part of New Brunswick is against the road, because they fear that its construction will destroy the valuable timber areas in a country which is valuable chiefly for its lumber. They have waterways by which they can get their lumber out, and there is no strong feeling even along the projected line in favour of the construction of that road. If that is so, and it will not shorten the route materially, it is marvellous to me that the government do not reconsider the question and come to parliament with some proposition by which this extraordinary condition of things would not be perpetrated.

It being six o'clock, I move that the debate be adjourned until to-morrow.

The motion was agreed to.

The Senate adjourned until three p.m. to-morrow.