

of the railway, and the effect of this amendment is only to bring those railways under the provisions of this law, so far as relates to the duties of the new commission, which is to be appointed. In the remarks which I made the other day, when this subject was up, I pointed out the advantages which, it appeared to me, would result from this change. There is in those provinces through which the Intercolonial Railway runs some feeling—in some cases, no doubt, there is reason for the feeling, and perhaps in the majority of cases there is no good ground for the feeling—existing, that under the present system friends of the government, whatever government happens to be in power, are receiving certain advantages, or enjoy privileges which the general public do not enjoy to the same extent. It would have the effect, if this amendment were adopted and the government railways brought under the provisions of this Act, of removing any feelings of that kind which exist at the present time. It would, at all events, give any one who has any complaint to make, so far as unfair treatment, favouritism or discrimination is concerned, an opportunity of presenting their case to the tribunal which has been created to hear and determine such cases. Having the evidence submitted to this tribunal, the whole matter would be made public and, no doubt, if they had a good cause of complaint it would be corrected, and if they had not, the public would know and they would no doubt be convinced themselves that they had no just cause of complaint. That is one very important advantage which would result from bringing the railways under the provisions of this Bill. From a government standpoint, if I were a member of the government or responsible for the management of the railways, I should certainly feel it a very great advantage to have the railways brought under the provisions of this Bill. It would place the Minister of Railways and the officials of these railways in a position that if a friend unduly pressed for any favour or privilege, the matter would necessarily have to be referred to this commission and dealt with by them, and it would be a great relief to the Minister of Railways and to all who are responsible for the management of the government railways. So far as the commission deals with the appliances which

are to be provided by the different railways for the safety of passengers and the safety of employees, I see no reason why the same appliances which are useful and proper on other railways should not be adopted by the government railways. Indeed, it appears to me from every point of view very desirable that the government railways should be included under the provisions of this Bill, and I was glad to note, after the remarks which I made the other day, that the Secretary of State intimated that it was a subject to which he would give serious consideration, and at the time he did not see any objection to bringing the government railways under the provisions of the Bill. I hope this amendment may commend itself to the favourable consideration of the House, and that the government will consent to have this change made and our government railways brought under the provisions of the Bill.

Hon. Mr. SCOTT—The hon. gentleman is quite correct in saying that the bringing of government railways under the control of the commission would not in any way change the proprietary rights the government now have. They would stand in the same position towards the government railways that the board of directors stands to the ordinary railways of the country. I presume the reason why the government railways have not been brought under the Bill is that the governments are paternal. They want to do what is fair and right and just, and it is supposed they should be trusted to carry out the very best principles that would be fair to all, and on that basis it was not thought at all proper or necessary that the government railways should be included. Of course, there are very many questions that arise that are in a sense technical and have to be disposed of under present conditions by the head of the department. As years go on, no doubt there will be more complex questions arising, such as the haulage by other roads over the Intercolonial Railway, or the Intercolonial Railway hauling over other roads holding different positions. I dare say there is a good deal of interchange of freight now, and as years go on no doubt there will be a good deal more of it. The fair distribution of tolls between the Intercolonial Railway and the other roads that connect with it, and all those ques-