

lic interest, and yet they have the effrontery to suggest that we are actuated by other motives. There should be no surprise at the Opposition asking quite a few questions before giving a blanket authorization to build forty-four branch lines. The members of the ministry have had ample time to peruse what that schedule contains, but we on this side have not had the same opportunity. We simply ask the Minister of Railways to allow the clause to stand until we have had a chance to discover what it actually means.

Mr. J. D. REID: I would like to make an explanation with reference to the schedule which I handed in. Originally it was contemplated to renew all the charters but hon. gentlemen opposite declared that they wanted the charters specified. I therefore asked the Departmental Solicitor to give me a list of the lines on which it was necessary for us to do work this year. He complied with my request, and that in the schedule which has been so much discussed, relating to undertakings that will have to go through this year. Hon. gentlemen opposite ask for time to consider the schedule, and the member for Three Rivers (Mr. Bureau) doubts whether if this clause were passed it would not also mean the adoption of the schedule. Let me assure my hon. friends that if the clause is passed, when we come to deal with the schedule each of the forty-four railways can be considered separately if so desired. I mention that so that my hon. friends will see we are not endeavouring to force anything through. I would ask them to let the clause pass, so that we may consider we have done some business to-day. It is only one out of thirty clauses, and I ask that we be allowed to take the vote on it, with the understanding that the schedule be considered in detail when we come to take it up.

Mr. VIEN: I would point out to the minister that if we pass clause 20 we admit the principle.

Mr. CALDER: With respect to the list of charters, I can claim to know the railway situation in the province of Saskatchewan, because I was Minister of Railways there for five years. Many of these charters were originally granted by the Saskatchewan Government, and I know exactly the position in regard to them. As a matter of fact the construction of a number of these railways will be proceeding very soon, and it is absolutely necessary to have these charters renewed. The Canadian National Railway Company will

[Mr. Vien.]

actually be at work on some of them in the course of a few weeks, so that it is imperative that the principle embodied in this section should be adopted by the House. As the Minister of Railways has said, when the time comes for the consideration of the schedule there will be the fullest opportunity to discuss every one of these lines, and if it is thought necessary or advisable to strike out any of the projected railways, well and good. So far as the twenty or thirty lines in the province of Saskatchewan are concerned, I am acquainted with the situation and I can say that no single one of those charters can be dropped. I daresay the same holds true of the remaining sections.

Mr. VIEN: [It is very possible that when the clause and the schedule are closely examined we might not find any cause of objection to them. If the schedule is going to be scrutinized in detail at a later date, surely there can be no objection to letting the clause itself stand until the next sitting of the House, so as to allow us to fully digest its provisions. In that way, we may save much of the Committee's time, and probably facilitate the ultimate passage of both the clause and the schedule. Both practically mean the same thing, and if we approve of one we surely approve of the other.]

The CHAIRMAN: Is the House ready for the question.

Mr. VIEN: No. If the minister is not willing to agree to that, we are willing to go on.

Mr. J. D. REID: All right.

Mr. McKENZIE: I do not want anything that might appear like unreasonable delay. The Minister of Colonization and Immigration expressed himself as having personal knowledge of these charters. It must not be understood for one moment that we want to do anything that will delay the building of necessary roads, but he must give me credit for the position I take. These are local charters granted by the legislature of Saskatchewan.

Mr. CALDER: Some of them.

Mr. McKENZIE: Those with which he is particularly familiar were charters granted by the legislature of Saskatchewan. The position that I want to impress upon the minister is that the people of Saskatchewan are surer of getting their roads built when the Dominion Government undertakes to build them. Mackenzie and Mann, who are behind these charters, cannot build those roads.