

hon. gentleman should defer this, because we come to the question in due course, and then the matter of express charges will come up when our minds are directed to it. If he insisted on it what amendment would he propose?

Mr. MACLEAN. Has not this Bill for its object the regulation of railway charges? An important part of the charges on railways are the express rates. If the Bill is to apply to railway freight and passenger rates, it ought to apply to express companies, especially now when the railway companies are their own express companies. The Minister of Railways and Canals comes down here with a general Act dealing with railway questions, and ignores the question of express charges. I think he is failing in his duty, and we ought to bring the express companies forthwith under the operation of this Act. As I am referring to that, if it is the intention of the government to establish a board of Railway Commissioners, I want to tell the minister that there are other companies that ought to be brought under the jurisdiction of that board and within the scope of this Act. Now they all ought to come under the jurisdiction of this board of commissioners. The Minister of Justice has been looking for a way, I am told, how to regulate the telephone and telegraph companies. Here we are creating the very board that ought to do these things. I make the suggestion now, and I think it will help the minister to solve the question that the special committee has before it now dealing with these telephone companies, that here we are creating an important board that can deal, not only with telegraph and telephone companies, but railways and express companies. I hope the minister will tell the House now that, in appointing a commission to regulate railways, that commission will have jurisdiction over express charges put upon traffic in this country.

Mr. ROSS (Ontario). The board has now jurisdiction over the tolls.

Mr. MACLEAN. Where?

Mr. ROSS (Ontario). If you turn to the latter part of section 279, you will read:

Whenever the company files with the board and publishes any tariff, and such tariff comes into force and is not disallowed by the board under this Act, or participates in any such tariff, the tolls in such tariff while so in force shall, as against such company, its officers, agents or employees, in any prosecution under this Act, be conclusively deemed to be the legal tolls chargeable by such company, and any departure therefrom shall be an offence under this Act.

Mr. MACLEAN. But the 'company' means a railway company.

Mr. ROSS (Ontario). But it should apply to express companies.

Mr. MACLEAN. So it should, but it does not, by the present Act. Express companies

are levying immense charges on the traffic of this country, and if we are dealing with railway companies in connection with their charges on traffic, we ought to deal with express companies in the same way. This board of commissioners should have them under review, and should pass on their charges. A great deal of the traffic of this country is handled by express cars and companies. Year after year I see three or four express cars on the main trains, both of the Grand Trunk Railway and the Canadian Pacific Railway. Now we are here creating a board of railway commissioners, and why not give them jurisdiction over this matter? Now the Prime Minister has come in, and I will say to him what I said to the Minister of Justice a moment ago, that here an opportunity has come to widen the jurisdiction of this board of railway commissioners and to give them jurisdiction and control over cognate matters, namely, telephone and telegraph companies, and their conduct towards the people. I am in favour of the establishment of this board of commissioners, but I want their powers and jurisdiction widened so that they will not only deal with railway charges, but with express charges, with telephone charges and telegraph charges, in their relations with the general public.

The MINISTER OF RAILWAYS AND CANALS. I said a little while ago that it is very inconvenient to take up these questions out of their order.

Mr. MACLEAN. But it may be necessary.

The MINISTER OF RAILWAYS AND CANALS. Let my hon. friend have a little patience. That is his great fault, an entire absence of patience. He cannot restrain his impetuous ardour, if he has anything in his mind that he thinks ought to be kept prominently to the front. What I have said to the hon. member for Toronto, and what I repeat to my impetuous friend who has just spoken, is that he should have patience, and wait until we get down to the subjects of this Bill that are germane to the matters which he is anxious to deal with. If this Bill is found to fall short of dealing with these matters he has in mind, it will be open to him to propose amendments, and he will find a disposition on the part of the committee to yield to any reasonable suggestions. There are provisions in this Bill touching upon those cases. If there are not, let us make such provisions when the time comes.

Mr. MACLEAN. Where are they?

The MINISTER OF RAILWAYS AND CANALS. We are not there now.

Mr. MACLEAN. We are dealing with companies.

The MINISTER OF RAILWAYS AND CANALS. My hon. friend would put the