

than he thought he could cope with, the senior officer applied to the district officer commanding, at Toronto, Col. Buchan. Col. Buchan notified the Adjutant-General here that he considered it proper immediately to despatch sixty of the permanent force to the Sault, which, I presume has been done, and that he had given orders to draft some two hundred men from regiments within the city of Toronto. That is all the information which I have to give. I have had no report as to the shooting; but from what I gather from the newspapers, I believe the shooting has been done by the police officers, and not by the militia. All the proceedings have been done in the regular way, under the clause of the Militia Act, to which I have referred, through the senior officer at the Sault, and the district officer commanding at Toronto.

Mr. R. L. BORDEN (Halifax). Does the Militia Act provide for the calling out of the permanent force in that way?

The MINISTER OF MILITIA AND DEFENCE. I believe it does.

Mr. BORDEN (Halifax). The hon. gentleman may be right; I was not aware of it. Of course, I am not very familiar with the provisions of the Act, but my recollection was not in accord with that. The hon. gentleman has not stated how many of the active militia are on duty there outside of the permanent force.

The MINISTER OF MILITIA AND DEFENCE. I think about 100. I think there are four companies in the 97th regiment, numbering about 200 men. Two of the companies were called out, but they did not turn out in full strength. I am not aware that the 200 men who have been drafted from the different regiments of the city of Toronto have yet been sent forward. They are held as a reserve in case of emergency.

Mr. BENNETT. I may say that they went up yesterday afternoon. I saw the train pass at Orillia.

#### DOMINION ELECTIONS ACT.

Mr. R. L. BORDEN (Halifax). Before the Orders of the day are called, I would like again to call the attention of the government to Bill (No. 3) to amend the Dominion Elections Act, 1900, which was introduced by my hon. friend from North Norfolk (Mr. Charlton) and was referred at the instance of the hon. Minister of Finance to a special committee. I believe that a good deal of work has been done by the committee in re-drafting the Bill; but it will be absolutely impossible for it to be dealt with this session unless it is removed from public Bills and orders and placed among government orders. As the Bill was referred to a special committee at the instance of my hon. friend the Minister of Finance, I

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had expected that it would have been transferred to the government orders before this. I would like to ask the intention of the government with regard to it.

The MINISTER OF FINANCE. I have already intimated, in reply to a question that was asked a day or two ago, that it is the intention of the government to bring the question forward, in order that the committee may present the measure to the House and the House may have an opportunity of discussing it. It will be placed on the government orders for that purpose at an early day.

#### NATIONAL TRANSCONTINENTAL RAILWAY.

House resumed adjourned debate on the proposed motion of Sir Wilfrid Laurier for the third reading of Bill (No. 235) to provide for the construction of a National Transcontinental Railway.

Mr. E. A. LANCASTER (Lincoln and Niagara). Mr. Speaker, I suppose it is not necessary for me to tell the House, in view of the several votes which have been cast by me on this measure, both yesterday and at earlier stages of the debates which have taken place upon it, that I am opposed to the third reading of this Bill. Notwithstanding the amendments which we think it in the interest of the people to propose or the force or strength with which we may advocate them, it is evident that the government are determined to carry the Bill through as it is. Several amendments to section 7 of the Bill now before the House were voted down, and I propose to submit an amendment which, though not the one I would have submitted in the first instance, I think should in the present conditions be accepted. Under that section the Grand Trunk Railway may hold securities of the Grand Trunk Pacific Railway, but there is nothing in it to guard the rights of the people. Its sole object seems to be to enable these two companies to deal with these bonds and securities as they may see fit in their own interests. That section was amended in the Committee of the Whole by the addition of three subsections. The first of these subsections, subsection 2 in the Bill, provides that the Grand Trunk Railway shall guarantee the bonds of the Grand Trunk Pacific Railway for the balance required for the complete construction of the western division. Subsection 3 provides that the Grand Trunk Railway shall hold \$24,900,000 of the common stock of the Grand Trunk Pacific Railway; and by subsection 4 the Grand Trunk Railway must hold the said common stock during the entire term of lease mentioned in clause 20 of the agreement, and so long as any of the bonds guaranteed by the government remain outstanding and unpaid. In an earlier part of the debate the government, for some