

ernment to which he belonged was appealed to from every point of view for some recognition to be given to those people. We discovered the great Hoppe coal lands back there, and the Government have been finding out their importance, because they have rescinded a fiat that they had given, in order that those coal lands might remain the property of the Dominion of Canada. There is a road that is needed, my honourable friend; if you are going to make 29 you ought to have made 30. If you could not do any more, you might at least have put that on the list in order to encourage those people in the Peace River country. They are worthy of encouragement by the people of Canada, and the Hoppe coal fields would pay all the cost of that road, would make it a success from the start, and relieve the fuel situation in eastern and western Canada, on the Pacific slopes of the United States, and in Japan. It is a wonderful field. The honourable leader knows these things perfectly well, and I was bitterly disappointed to find that he forgot that area and took up those other parts.

Hon. Mr. DANDURAND: But I will gladden the heart of my honourable friend by informing him that in the Supplementary Estimates there is a sum of \$50,000 for a survey.

Hon. Mr. POPE: I am delighted. I thank you in the name of the people of Peace River. It will be a mighty poor consolation to them when they ship away their grain this year, but it is better than nothing. A straw to a drowning man is something. I will write to the people of Peace River and tell them that a straw is thrown out by the Grit Government that is in power to-day.

Hon. J. D. REID: I would like to say a few words on this subject before the vote is taken. I was as greatly surprised as was the honourable leader of the Government that a Bill of this kind had been introduced into Parliament. If I remember rightly, he said it was a long time since he had seen a similar Bill. I was a member of the House of Commons for some thirty years, and no Government during that time, so far as I can remember, ever submitted a Bill of this kind and tried to pass it through Parliament.

A great deal of time has been taken to say that the Government could have done this in other ways, and the honourable leader of the Government a few minutes ago explained how it could be done. The Government might have submitted a brief outlining of the plan for building the lines, as has been done for many years, and a general amount like the

\$73,000,000 could have been asked for in the House of Commons, with a detailed statement of the lines that were to be built with that money. When the honourable gentleman from Bedford (Hon. Mr. Pope) spoke about including in this Bill an amount for a railway in Alberta, the leader of the Government said there was in the Supplementary Estimates an amount for building that railway.

Hon. Mr. DANDURAND: For a survey.

Hon. Mr. REID: Well, a survey is the beginning, and the money that is to be voted here is for survey, and for construction if there is enough left over and above the cost of the survey. It the Government were anxious to build these railways, why did they not put in the Estimates the long list we have in this Bill? Former Governments made out lists of railways, which were taken to the Governor in Council, and the Government decided what lines they would build; then the list of those railways was included in the Estimates, either in a general amount or in detail; the estimate was taken up in Parliament, and thus the members of the House and the public knew exactly where that money was to be expended. The money was voted, and the following year the members had a right to discuss the whole of the details of the expenditure.

Now, what does this Bill say? The honourable leader of the Government said that the Canadian National Railways had been handed over to a Board of Management under the Canadian National Railway Act, and, if I understood him rightly, he said that whatever those men say we must follow. But, as he knows, Parliament never gave the Government authority to give that Board constructing powers. Here are the powers that were granted by the Government to the Board of Management:

The Governor in Council may from time to time by Order in Council entrust to the Company the management and operation of any lines of railway or parts thereof, and any property or works of whatsoever description, or interests therein, and any powers, rights or privileges over or with respect to any railways, properties or works, or interest therein, etc.

That is, they could only give them the management and operation. Then we have clause 23:

With the approval of the Governor-in-Council and upon any location sanctioned by the Minister of Railways and Canals, the Company may from time to time construct and operate railway lines, branches and extensions, or railway facilities or properties of any description in respect to the construction whereof respectively, Parliament may hereafter authorize the necessary expenditure, or the guarantee of an issue of the Company's securities. A copy of any plan and profile made in respect of any completed railway shall be deposited with the Board of Railway Commissioners for Canada.