

of Alberta were political lines of the present provincial Government?

Mr. VIEN: Does the hon. gentleman say they are political lines?

Mr. J. M. DOUGLAS: They are chartered by the Provincial Government of Alberta, which is a Liberal Government, and the elections in many cases have been run on the completion of certain of these lines. I might further say for information of the hon. gentleman—

Mr. CAHILL: Now we are getting some light.

Mr. J. M. DOUGLAS:—that the partner of the member for Three Rivers (Mr. Bureau) won two elections on the question of the completion of these lines.

Mr. CAHILL: Whose partner?

Mr. J. M. DOUGLAS: The partner of the hon. member for Three Rivers.

Mr. CAHILL: Now we are beginning to get some light on the subject. Is it the intention of this Government to supplement the promises of the Alberta Government in order to hold the influence of that Government? We are told that these roads were chartered and promised by the Alberta Government, and we know that that Government, or at least some of its members, supported the Unionist administration at the last election. Is this railway construction the price held out to the Alberta Government so that they may continue to support the present administration? There are some Liberals who have changed their minds. Is this the price held out to some of these Liberals to stand by the present administration?

Mr. J. M. DOUGLAS: I am afraid the hon. gentleman is not well posted on the personnel of the Alberta Government.

Mr. LEMIEUX: My hon. friend (Mr. J. M. Douglas) has given the best reason in the world why we should pause before we pass this clause, and that we should know more with regard to it than we do at present. The hon. member for South Simcoe (Mr. Boys) stated a moment ago that it was not the custom for the Government to send any of its Bills to the Railway Committee. But that hon. gentleman fails to remember that the Transcontinental Railway Bill, in 1902 or 1903, was referred to the Railway Committee, and for days Sir Charles Rivers-Wilson and Messrs. Hays and Wainwright were on the stand answering the questions of members of the Committee who were seeking the fullest in-

formation at that time. The schedule which has been so much discussed, carefully typewritten and prepared beforehand by the Government, was handed to the Committee this afternoon without their knowing one word about it. Now, the hon. gentleman (Mr. Douglas) has stated that the charters of these railways are provincial charters which is the best of reasons why we should seek for more information. I do not say that these charters should not be revived, on the contrary I believe they deserve to be, and that the Governments which granted them doubtless acted in good faith and in the interests of the people. But what do I know about the matter? Am I not asked, as a legislator in this House, to revive these charters, and am I not right in demanding from the Government that further details should be vouchsafed in regard to them? This afternoon I asked what mileage the forty-four charters covered, but I received no reply. This evening the Government is asked how many townsites there are along the railway lines covered by these charters, but again we obtain no answer. We now have the best of reasons for demanding more information from the Government, and we shall obtain that information from Mr. Hanna, in whose judgment I have the utmost confidence, if he is called before the Railway Committee of this House.

Mr. J. M. DOUGLAS: Will not the hon. gentleman get more information when the schedule in connection with this Bill is being considered and the railway officials are on the floor of the House to furnish that information?

Mr. LEMIEUX: That may be, but this clause will then have been passed.

Mr. PEDLOW: I have not occupied much time in the discussion to-day, and I take this opportunity to express some views which I entertain on the subject of this Bill. It is difficult for me to understand why the Government refuses to accept the proposition made that this clause be left over until the next sitting of the House, in order that time may be afforded to thoroughly study its provisions. I fail to see what the Government have to gain by forcing the issue to-night. If the proposition submitted from this side were accepted, all of us would gain more knowledge of the subject and understand more fully what this proposition really involves. Furthermore, the Government might then be disposed to give the information which we have been vainly trying to extract from