

Bill No. 28, An Act respecting the Toronto Eastern Railway Company.—Hon. Mr. McHugh.

Bill No. 31, An Act respecting the British Columbia Southern Railway Company.—Hon. Mr. Bostock.

Bill No. 32, An Act to incorporate the Brulé, Grande Prairie and Peace River Railway Company.—Hon. Mr. Pope.

Bill No. 34, An Act respecting the Manitoba and North Western Railway Company of Canada.—Hon. Mr. Watson.

Bill No. 36, An Act to incorporate Northern Pacific and British Columbia Railway Company.—Hon. Mr. Bostock.

Bill No. 37, An Act respecting the Pacific, Peace River and Athabasca Railway Company.—Hon. Mr. Pope.

Bill No. 38, An Act respecting the Vancouver, Victoria and Eastern Railway and Navigation Company.—Hon. Mr. Bostock.

Bill No. 41, An Act respecting the Athabaska Northern Railway Company.—Hon. Mr. DeVeber.

Bill No. 42, An Act respecting the Canada Preferred Insurance Company.—Hon. Mr. Bostock.

Bill No. 45, An Act respecting the Vancouver Life Insurance Company.—Hon. Mr. Bostock.

Bill No. 46, An Act respecting the Western Dominion Railway Company.—Hon. Mr. Talbot.

Bill (D), An Act for the relief of Helene Suzette Baxter Douglas.—Hon. Mr. Mitchell.

Bill (C), An Act for the relief of William Ewart New.—Hon. Mr. Talbot.

THIRD READING.

Bill No. 57, An Act to amend the Senate and House of Commons.—Hon. Mr. Loughheed.

DISCONTINUANCE OF TRANSCONTINENTAL TRAINS.

DEBATE RESUMED.

The Order of the Day being called:

Resuming the adjourned debate on the motion of the Honourable Mr. David:

That an humble address be presented to His Royal Highness the Governor in Council; praying that His Royal Highness shall submit to this House copies of all petitions to the Government, or any member of the same, and of all correspondence and documents in connection with the discontinuation of the trains of the Transcontinental between Abitibi and Hervey Junction.—Hon. Mr. Casgrain.

Hon. Mr. CASGRAIN—I desire to crave the attention of the House most particu-

Hon. Mr. DAVIS.

larly on this very important question, and I desire hon. members of this Chamber to realize that the Transcontinental railway from Winnipeg to Moncton is your property, the property of Canada to-day, in the hands and under the immediate control of the Government of the day, just the same as the Intercolonial railway or the Prince Edward Island railway. Therefore I believe it should be a live question with every member of this hon. House as to what is to be done in the immediate future about this railway. The other day, when the matter was being discussed, there was some little difference amongst the members of this House about the mileage of the road between Quebec and Cochrane. I took the trouble to ascertain the correct mileage. I find that the distance between the city of Quebec and Cochrane is 567 miles. There is, in that distance, a part of the road being operated to-day—from Cochrane eastward as far as the town of Amos. While we are on the question of the distance between Cochrane and the town of Amos, I may say that the distance between the town of Amos, which is on the Hurricane river—and a prosperous place it is—and Quebec is 427 miles. What the hon. gentleman from Mille Isles (Hon. Mr. David) wanted to place before this House particularly, was the hardship on the people living in Amos, and as far as Bell river, and in that magnificent country on either side of the Transcontinental, in the province of Quebec. The population of Amos has come from around the city of Quebec. Their associations and dealings are all with that part of the province—not with Montreal but with Quebec, and mostly the county of Champlain, now represented in the House of Commons by the Hon. P. E. Blondin, the Minister of Inland Revenue. A man in Amos wishing to go either to his home in the county of Champlain or to Quebec on business, if the road were in operation would have to travel a distance of 427 miles. Now what is the fact? The only service is the train that runs westward from Amos to Cochrane and the service is not a frequent one. This man has to start from Amos and go to Cochrane, 140 miles; then he has to take the Timiskaming and Northern Ontario and go to North Bay. At North Bay he has the choice of either going down to Scotia Junction, and taking the Grand Trunk railway to Quebec, or of taking the Canadian Pacific railway at North Bay. Taking the shortest possible route—140