

the iron and steel industry to go to the winds, to the dogs, and to the wolves, and the hon. gentleman intimated that we on this side are willing to cast these industries aside. Not at all; the policy of the Conservative party has ever been to stand by every legitimate class of industry, ship-building included, and we stand by this policy to-day, but we know that the limitations of Canada at the present time are such that we could not construct these three dreadnoughts in the Dominion of Canada within any reasonable time, nor is there any possibility, if they were constructed, of their being thoroughly satisfactory. We know that we would have to import from outside sources a very large proportion of the material entering into the construction of those ships. That being the case, why should not hon. gentlemen opposite, even at this late hour, lay aside their party feelings—if only for an hour, if only for to-night? Now that my hon. friend the leader of the Opposition has done his best to turn aside the policy of this Government, why should he not agree to bury the hatchet? And when the final vote is taken at two o'clock to-morrow morning, I hope hon. gentlemen of this House will all be found standing for the unity of the Empire, for the defence of our commerce, our industries and our transportation. In doing that, they will be standing up for the prosperity, the civilization, and the advancement of the greatest race and the greatest Empire the world has ever seen.

At six o'clock House resumed, and then took recess.

#### After Recess.

House resumed at eight o'clock.

#### PRIVATE BILLS.

#### QUEBEC RAPID TRANSIT RAILWAY COMPANY.

House in Committee on Bill No. 93, to incorporate the Quebec Rapid Transit Railway Company.—Mr. Gauthier, (Gaspé). (Mr. Deputy Speaker in the Chair.)

On section 1—incorporation.

Mr. LANCASTER: The amendment to this clause changes the names of some of the directors. Some of the gentlemen named in the original Bill did not want to act as directors, and the names of others have been inserted.

Section agreed to.

On section 1a:

Mr. LANCASTER: This is the usual declaration that the railway is a work for the general advantage of Canada.

Section agreed to.

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On section 8—lines of railway described.

Mr. LANCASTER: The first amendment to this clause is that we insert the gauge of the railway. We have not yet that stated in the Railway Act, as I think we ought to have in the interpretation clause, and so we have inserted that the gauge is the usual one of four feet eight and a half inches. Then we did not authorize the road as originally proposed. We struck out sub-section (a) and (b), leaving sub-section 2. In the place of (a) and (b) we inserted the following:

From a point in the province of Quebec at or near the city of Quebec, towards and through Charlesbourg, Jeune, Lorette, Ancienne Lorette, Ste. Foye, Cap Rouge, Sillery, and Montcalmville; and also from Charlesbourg through Rivière Jaune, Notre Dame des Laurentides and Lake St. Charles to Jeune Lorette. (b) Around the island of Orleans and across the said island by the most feasible route.

Then in sub-section 2 it was stated in the original Bill that the company—

May also construct a bridge or bridges.

We struck out the words 'or bridges,' allowing them to construct one bridge from the mainland to the island.

Section agreed to.

On section 8a—consent of municipalities:

Mr. LANCASTER: This is the usual clause protecting municipalities from the construction of railways on their highways without their consent.

Section agreed to.

On section 12—agreements with other companies:

Mr. LANCASTER: There is a slight amendment to this section inserting the word 'Quebec' after the word 'Northern' in line twenty-five. In the original Bill it was printed the 'Canadian Northern Railway Company'; we have changed it to 'the Canadian Northern Quebec Railway Company.'

Section agreed to.

On section 14—further powers:

Mr. LANCASTER: The amendment to this section is the insertion of the standard or model clause for the purposes of the undertaking.

Section agreed to.

On section 14—further powers:

Mr. LANCASTER: This section as printed in the original Bill was struck out, and we inserted a clause giving them the powers to acquire hotels. Section 14, as drafted,