

Mr. BUREAU: That was before the Act.

Hon. Mr. REID: No, since the Act.

Mr. BUREAU: I am talking of the Order in Council.

Hon. Mr. REID: Prior to that, Mr. Hayes was general manager of the Intercolonial.

Mr. BUREAU: But as to the Order in Council, was it prior or subsequent to the Act?

Hon. Mr. REID: It was since the Act was passed. I am quite satisfied that Mr. Brady resigned from the Transcontinental and Mr. Hayes from the Intercolonial to be appointed managers of the road. The hon. member, if he had a claim against any portion of the railway—

Mr. BUREAU: I had three.

Hon. Mr. REID:—he would have to get a fiat and sue the Government.

Mr. BUREAU: I cannot get a fiat; that is the trouble. I have been trying for a year to get one.

Hon. Mr. REID: I have never heard of the case, and I am surprised that the fiat has not been granted. However, now the hon. member has brought the matter up I shall certainly see why it was refused. There is no reason why they should refuse a fiat at any time if they will not settle, and it is a surprise to me to hear there has been a refusal.

Mr. BUREAU: I would not surprise you at all. It takes a year or a year and a half to get a fiat.

Hon. Mr. REID: I can hardly believe it takes that long. However, I do not think the committee feel they have all the information they desire on this item, and I am not going to urge that it be passed to-night. In the meantime I shall make inquiries into the matter my hon. friend has brought up.

Mr. BUREAU: Leaving aside the question of the claim, why has the Canadian National Railway Company been included here? It does not represent the Canadian Northern Railway system. The Act provides:

In this Act, unless the context otherwise requires,—“Canadian Government Railways” means and includes all such railways or parts thereof, and all such properties, works, powers, rights and privileges, or interests or any of them as may be designated, whether generally or in detail, in any Order in Council from time to time

[Mr. J. D. Reid.]

subsisting, entrusting the management and operation thereof to the company under the provisions of section eleven of this Act, and includes, unless expressly excepted, all properties, works.

And so on.

“Canadian Northern” means the Canadian Northern Railway Company; “Canadian Northern System” means the Canadian Northern and the companies designated in the First Schedule to this Act.

We know exactly what “Canadian Northern Railway” means and what “Canadian Northern System” means, because every company included in those terms is designated under a specific name in the schedule attached to the Act. But “Canadian National Railway Company” is absolutely meaningless unless there are words there to cover something we know nothing about.

Mr. MANION: Before I discuss the subject which I desire to take up for a few moments I want to state a fact which will, I think, warrant the view that I shall not be out of order in what I have to say. The line to which I shall refer was originally a Grand Trunk Pacific line, the lake Superior Branch, but about the year 1913 it was leased by the Government to be run in conjunction with the Canadian Northern Railway. Having stated this, I think I am perfectly in order in discussing this subject, and I can assure the committee that I shall not occupy very much time. It will be remembered that a few years ago it was the custom of the railways particularly, but also of other companies, to look for bonuses. We know that the railways used to look for bonuses, not only from the Dominion Government, but also from the Provincial Governments, and the municipalities. At the time the lake Superior Branch of the Grand Trunk Pacific was built, from the main line to lake Superior, a distance of about 196 miles, the Grand Trunk Pacific Company entered into an agreement with the city of Fort William on March 29, 1905, by which the city gave them, among other things, a cash bonus of \$350,000. They also gave them some land grants, some rights of way over streets of the city, certain exemption from taxation, police and fire protection, and street railway and other facilities. The citizens of Fort William estimate those grants, apart from the \$350,000 cash, to run into hundreds of thousands. In return for this, the company agreed to establish their terminals at Fort William. Practically in the words of the agreement, they undertook: