

people of Canada, and it might lead, in the course of a very short time, to the Intercolonial Railway being placed under a commission. There has been an opinion on the part of business men in the Dominion—in fact on the part of the public of the Dominion—that the Intercolonial Railway should long ago have been placed in commission and administered absolutely independent of the government of the day; and until that is done we cannot hope for satisfactory results from a financial standpoint. So long as the Intercolonial Railway, the largest and most important public work that we have in Canada to-day, administered by the government, is administered in the very unsatisfactory way in which it has been with financial deficits piling up year after year, so long will there be a postponement of the nationalization of all public utilities. I very much regret that the government did not make this experiment in introducing this Bill, because it would have been watched with very great interest by the people of Canada.

Hon. Mr. DOMVILLE—I do not think the maritime provinces are looking for any such experiment as that suggested by my hon. friend from Calgary. The Intercolonial Railway was built, if my hon. friend will remember, at a time when it was considered to be an imperial road. It was run north of New Brunswick because it would be out of the way of danger from foreign invasion and the British government guaranteed part of our debt. When we went into confederation, it was with the idea that it was to be a government road, and to place it in the hands of a commission would be far from what was intended, and would not satisfy the maritime provinces. In all the speeches which have been made here, we have been led to understand that the government development is in the North-west. We are all aware that the North-west is a great country. We have had ocular demonstration that it is going to be perhaps the greatest country on earth. It has produced some of the greatest men; but at the same time we in the maritime provinces have sent you up the very best intellects you have had. I could go back to the days of Joe Howe, Tupper and Tilley. They were in the van, if not the vanguard. My hon. friend from Westmoreland who moved the amendment is

Hon. Mr. LOUGHEED.

talking, perhaps, to please some of his friends whom I do not know anything about. I do not think he is talking to please himself. He is interested in a small railway down there. Its interests are dependent on the Intercolonial Railway. If his views were carried out—and I am not prepared to say they are his views—would he hand the little railway over to the Intercolonial Railway? I think there is a Bill coming up in the other House which is advocating, in the long run, that it shall be part of the Intercolonial Railway. It is called a transportation company. But if you can get underneath and look below, you will see it is to join with and to gain its prosperity from the prosperity of the Intercolonial. If I understand the question he advocates, that the Intercolonial Railway should be handed to the commission, as a representative from the province of New Brunswick, I say that the maritime provinces will never submit to that going into a commission. If it was built, as it was, for an imperial road, if it was built in order that the maritime provinces might throw their part into the Dominion, that they might be recognized when they came into confederation as an integral part of the Dominion and that this road was to bind and make them one, they never contemplated that at this hour of the day the road should be placed under a commission to be administered by some party—I do not care whether it is Conservative or Liberal—that their interests should be jeopardized, if I may put it that way, that their interests should be placed in the hands of a commission, to buffet them around and do as they like. The suggestion should not be considered at all. The road should be worked under the terms of confederation when that was an imperial road, and that, I think, is where we should stand to-day.

The committee divided on the amendment, which was lost on the following division: contents, 15; non-contents, 26.

The clause was adopted.

On clause 10,

10. Not less than two commissioners shall attend at the hearing of every case, and the chief commissioner, when present, shall preside, and his opinion upon any question, which in the opinion of the commissioners is a question of law, shall prevail. In any case where there is no opposing party, and no notice to be given to any interested party, any one commissioner may act alone for the board.