

Papal ablegate did interfere, not only with that question, but with the other important question that is engaging the attention of parliament at the present time, the question of granting autonomy to the new provinces in the Northwest, and the educational clauses in connection therewith.

Mr. SAM. HUGHES. Mr. Speaker, I rise on a personal matter. The hon. member for South York (Mr. W. F. Maclean) was this afternoon called to order on a certain point. After some hesitation, he obeyed the ruling of the chair and proceeded with the discussion, when the hon. gentlemen behind the First Minister, who are a little too prone to make unseemly interruptions, not only to the hon. member for South York but to other members of this House interrupted the hon. gentleman. He paused, when I said to him: 'Don't let them bluff you,' I take the responsibility of the words I used, and I was justified in saying what I did. My remark had no reference to the Speaker, and I protest against being called to order.

Mr. SPEAKER. The words as I distinctly heard them were: 'Don't let him bluff you.' If the hon. member now says that his reference was not to the Speaker, I accept his statement; but at the time it was perfectly clear to me that the reference was to myself. I desire also to say that interruptions are becoming a little too frequent, not only from the side referred to by the hon. gentleman, but also from the hon. gentleman's own side, and from himself.

Mr. SAM. HUGHES. The only interruption I made to-day was perfectly legitimate and within my right, and therefore I must protest against being called to order.

Mr. SPEAKER. I have accepted the hon. gentleman's statement. The only point is that the hon. gentleman should have called the attention of the House to that at the moment.

Motion agreed to.

At six o'clock, House took recess.

After Recess.

House resumed at eight o'clock.

PRIVATE BILLS.

GRAND TRUNK RAILWAY.

House again in Committee on Bill (No. 45) respecting the Grand Trunk Railway of Canada—Mr. Macdonald.

Hon. H. R. EMMERSON (Minister of Railways and Canals). There will appear on the order paper to-morrow a Bill to amend the General Railway Act and enable the government to take running rights over the Canada Atlantic from Parry Sound to Coteau—in fact over the lines controlled by the Canada Atlantic to-day, and known

Mr. SPROULE.

as the Canada Atlantic system, and also over the Grand Trunk Railway from Coteau to its terminus at Montreal. The compensation is to be fixed by the Railway Commission and also the regulations for running the Intercolonial Railway trains. It is proposed that the rates between Montreal and Parry Sound will be subject to the control of that Commission, but that Commission will not control the rates over the Intercolonial Railway from Montreal east. The right to use the terminals and also construct its own terminals at Parry Sound will be given to the Intercolonial Railway.

Mr. W. F. MACLEAN. Might I ask the hon. minister if it is the intention to have the Intercolonial Railway compete with the other railways and accept freight at Georgian bay ports?

Mr. EMMERSON. The Intercolonial will have running rights and control its own trains, subject to the order and direction of the Railway Commission.

Mr. W. F. MACLEAN. Is it the policy of the government to go into the transportation business by means of the Intercolonial Railway and accept freight at the Georgian bay terminal of the Canada Atlantic?

Mr. EMMERSON. It will be the policy of the government to use this portion of the line together with the present system, taking freight from the lakes to Canadian seaboard at Montreal, Quebec, Halifax, St. John and possibly Sydney.

Mr. W. F. MACLEAN. Is it the policy of the government to take similar rights for the Canadian Northern over the Canada Atlantic portion of the Grand Trunk Railway?

Mr. EMMERSON. This Bill has nothing to do with the Canadian Northern.

Mr. R. L. BORDEN. What are the terms upon which the hon. gentleman proposes to acquire the running rights?

Mr. EMMERSON. The compensation is to be fixed by the Railway Commission. The tariff from Parry Sound to Montreal will be subject to the Railway Commission, but it is not proposed to place the present system of the Intercolonial Railway under the control of that commission.

Mr. R. L. BORDEN. Is it the intention to operate a through line from Parry Sound to Halifax or St. John, as the case may be?

Mr. EMMERSON. Yes, to run Intercolonial trains right through.

Mr. R. L. BORDEN. If the Railway Act is to apply to the portion between Parry Sound and Montreal, how are through rates to be fixed from Parry Sound to Halifax and St. John?