

executive committee. If the hon. gentleman wishes any further information, we had better let the Bill stand. I will give him full particulars later.

Mr. MURPHY: Is the company incorporated by statute, or by letters patent?

Mr. NORTHROP: I cannot tell my hon. friend that.

Mr. MURPHY: Let it stand.

Bill stands.

The following Bills were considered in Committee and reported, without discussion:

Bill No. 3, respecting the Burrard Inlet Tunnel and Bridge Company.—Mr. Stevens.

Bill No. 7, respecting the Farnham and Granby Railway Company of Canada.—Mr. Douglas.

Bill No. 14, respecting the Central Western Canada Railway Company.—Mr. Green.

Bill No. 16, respecting the Quebec, Montreal and Southern Railway Company.—Mr. Lemieux.

SECOND READINGS.

Mr. COCKSHUTT moved the second reading of Bill No. 26, respecting the corporation of the city of Brantford. He said: This Bill seeks to transfer to the corporation of the city of Brantford, under commission, rights granted by this Parliament to the Grand Valley Railway Company in the following statutes: 1900, chap. 73; 1902, chap. 91; 1906, chap. 102; 1907, chap. 90. The facts are that the Grand Valley Railway Company, which operated the street railway of the city of Brantford, and the radial railway extending to Paris and Galt, went into liquidation and the railway was sold under the hammer. The city of Brantford acquired its own street railway and the adjunct just outside the city, and it has been operating it for the past twelve months under license. It is now sought to transfer to the commission, to be elected in the manner set forth in the schedule, the rights granted by this Parliament to the Grand Valley Railway Company.

Mr. PUGSLEY: For some years the Ontario Government has been continuously represented before committees of this House contending that Parliament had no right to interfere with the operation of purely local railways. I should like to know whether any such point has been raised on behalf of the Ontario Government in respect of this line, which is essentially a

local line, as I understand—simply a street railway having connection with one or two adjoining towns. Not even by the highest flight of imagination can it be supposed to be a work for the general advantage of Canada.

Mr. COCKSHUTT: The line has already been declared a work for the general advantage of Canada in the Acts I have enumerated. No question has been raised of any infringement of provincial rights, and I cannot see how one could be raised, because this is an old charter given by this Parliament long before the Ontario Government took that stand. We are now asked simply to confer on the commission powers that have been vested in a railway board, subject to the Railway Commission.

Mr. PUGSLEY: I understand that the city of Brantford is not proposing to operate under the old Grand Valley charter, but has acquired the property itself, as it might acquire any other property; and it owns that property and also owns what is known as the Brantford Street railway. I assume from what my hon. friend says that it would be proper for the city of Brantford to go to the Provincial Legislature to get authority to operate this purely local railway. We in this Parliament ought to have some rule which would guide us in respect to all these matters. I doubt very much if this Parliament has authority to confer upon the city of Brantford the right to operate the street railway. I think that right should be granted by the Provincial Legislature. But if the Government of Ontario has not raised any question I do not see why I should press the matter.

Sir ROBERT BORDEN: I suppose that, whether the Ontario Government has any objection or not, we ought to be careful not to exceed our jurisdiction. The point of view put forward by the hon. member for Brantford (Mr. Cockshutt), as I understand it, is this: that, inasmuch as those undertakings have been declared by the Parliament of Canada to be works for the general advantage of Canada, they are therefore subject to the jurisdiction of this Parliament, and that Parliament has exercised its jurisdiction accordingly. He puts forward the view, and the Bill puts forward the view, that if the city of Brantford wishes to obtain power to operate those street railways, so declared to be works for the general advantage of Canada, it must come to this Parliament. I should think it proper, under the circumstances, that