

That the said Bill be not now read the third time, but that it be referred back to Committee of the Whole, in order to insert a clause providing that the Act shall not come into operation until 1st January, 1891.

Mr. WHITE (Renfrew). I hope the House will not agree to the motion of my hon. friend. The matter was discussed in the Railway Committee the other day, and if such an amendment should be inserted the Railway Committee was the proper place to make it. The people who promote this Bill prefer withdrawing the Bill altogether, to having the proposed condition imposed. I cannot understand upon what grounds my hon. friend from Pontiac (Mr. Bryson) proposes that this provision should be incorporated in the Bill. The railway, the construction of which is proposed to be authorised by this Bill, will go through the townships of Westmeath and Ross, in the county of Renfrew. It does not touch the county of Pontiac until it reaches Portage du Fort, 30 miles from Pembroke, and there it crosses the Ottawa, but does not come into contact with the Pontiac Railway, and it is not, so far as I am able to judge, going to be a competing line to the detriment of the county of Pontiac with the Pontiac Railway. If anybody had any reason to complain of the road preventing the construction of the Pontiac Railway it would be the very people who are applying for this Act of incorporation, because if the Pontiac Railway is prevented from coming to Pembroke it would, of course, be disadvantageous to that town. There is nothing, however, in this Bill or in the scheme promoted by this Bill either to interfere with the people of Pontiac or that will prevent the Pontiac Railway reaching its terminal point of Pembroke. It is not proposed under the provisions of the Bill, to draw away from the Pontiac Railway one dollar of the subsidy that has been granted by Parliament to that road, and it is not going to interfere with the construction of the Pontiac Railway to its terminal point. Under these circumstances I hope the House will not consider for a moment the proposition of my hon. friend. I may say that these two townships to which I have referred are now without railway communication because they happen to lie along a tract which has on one side the Ottawa River and on the other Muskrat Lake, the latter being in some parts from one to two miles wide and ten to twelve miles long. So these two townships are wedged in between the lake and the river, with the Pontiac Railway lying to the north of the Ottawa River and the Canadian Pacific Railway to the south of the lake to which I have referred. What is proposed by the Bill is to give communication between Pembroke and Portage du Fort through the rich townships which I have mentioned. I repeat, that I hope the House will not entertain the proposition which my hon. friend has submitted.

Sir HECTOR LANGEVIN. This subject was discussed in the Railway Committee the other day, before it was decided to report the Bill to the House. The hon. member for Pontiac (Mr. Bryson) made a strong appeal to the promoter of the Bill for the purpose of having the Bill delayed. The reason given was that the new railway in the county of Renfrew would be a competing line to the Pontiac road. The Pontiac Railway is on one side of the River Ottawa, and the proposed railway, in the county of Renfrew, is on the other side of the river. I understand the hon. member for Pontiac (Mr. Bryson) fears that if the proposed road is built in the county of Renfrew, starting at Pembroke and going to Portage du Fort, it will delay the building of the Pontiac road, and, perhaps, prevent its crossing the river at Pembroke. I must say that the distance between the two lines is from 18 to 20 miles, and there is a river between the two roads, and, therefore, I do not think the competition will be very great, because the people on one side of the river will not cross it to take the railway on the other. The only objection could be that the Pontiac road,

being not yet completed, the proposed road might interfere with the crossing of the river. I think the hon. member for Pontiac (Mr. Bryson) does not give sufficient weight to the strength of his own road, and that he minimises the ability of its promoters to complete its line, and cross the Ottawa to Pembroke, even although the hon. member for Renfrew (Mr. White) may obtain a charter for the road from Pembroke to Portage du Fort. I think, therefore, that the hon. member for Pontiac (Mr. Bryson) would act wisely not to oppose the Bill, and postpone the operation of its Act until 1st January, 1891. A year would certainly be occupied in organising, before contracts could be given out, and during that time, with the assistance of the hon. member for Pontiac (Mr. Bryson), his railway will have crossed the Ottawa, and have reached Pembroke. I think, therefore, that my hon. friend would do better not to insist on his amendment.

Amendment negatived on a division, Bill read the third time and passed.

#### QUEEN'S COLLEGE, KINGSTON.

House proceeded to consideration of amendments made by Senate to Bill (No. 45) to amend the Act respecting the Queen's College of Kingston.

Mr. MILLS (Bothwell). What are these amendments?

Mr. KIRKPATRICK. The only amendment made is to the clause allowing the corporation to hold real estate in the Province, subject, however, to the laws of any Province in which any real estate was acquired.

Mr. MILLS (Bothwell). Has that been asked for?

Mr. KIRKPATRICK. No; the Senate put it in of their own motion.

Mr. MILLS (Bothwell). Why?

Mr. KIRKPATRICK. To make the holding of the lands subject to provincial laws.

Mr. MILLS (Bothwell). I would ask as to whether that is not done to give this House jurisdiction over the subject?

Mr. KIRKPATRICK. It was not asked; as to the jurisdiction of this House I would refer the hon. gentleman to the opinion in this morning's paper of the Hon. Mr. McDougall showing that we have jurisdiction in this matter.

Amendments concurred to.

#### IN COMMITTEE—THIRD READINGS.

Bill (No. 37) to amend the Act incorporating the Mississippi Junction Railway Company.—(Mr. Colby.)

Bill (No. 63) to enable the City of Winnipeg to utilise the Assiniboine River water power.—(Mr. Watson.)

Bill (No. 62) to incorporate the Lake Manitoba Railway and Canal Company.—(Mr. Watson.)

Bill (No. 99) to incorporate the Three Rivers and Western Railway Company.—(Mr. Riopel.)

#### CANADIAN PACIFIC RAILWAY.

Mr. KIRKPATRICK moved, that the House resolve itself into Committee on Bill (No. 68) respecting the Canadian Pacific Railway Company.

Sir JOHN A. MACDONALD. There are only a few minutes left of the hour for Private Bills, and as I am aware this Bill will be considerably discussed and amendments to it proposed, I do not see any object in going into committee on it now. I would ask my hon. friend to withdraw his motion.