

something else—they stopped short at a place called Inverhuron. The precise point on Lake Huron where they intended by their charter to locate their terminus was not expressed; therefore the charter itself, as far as the extension is concerned, has expired. Now, with regard to applying here for a charter, I may state to the hon. gentleman that it was thought better, seeing that the Canada Pacific Railway, which is part of the great system of railways in this country, had become possessed of the railway as far as Teeswater, and did not show any desire to extend it to the lake shore, though the people of that part of the country require the extension, and in view of running powers or amalgamation or some other arrangement whereby the railway, the subject of this Bill, should be in some way connected with the Canada Pacific Railway, it is important that because the Canada Pacific Railway is a Dominion Railway, this application should be made to Parliament in order to harmonize the whole thing. This, I believe, was the object of coming here for a charter instead of applying to the Local Legislature. No doubt it is a local road, but it is to prevent difficulty afterwards, because they asked for power of amalgamation, that they appeal to this Parliament for the necessary power. If the hon. gentleman will allow the Bill to go to the Committee, perhaps some gentleman more familiar with the details of the measure than I am, will appear and give the necessary explanation.

HON. MR. KAULBACH—Does the Bill declare it to be a railway for the general advantage of Canada?

HON. MR. VIDAL—We see now the inconvenience of proceeding with a Bill that we have not in our possession. I happen to have a copy of it before me in which I find it is declared that it is a railway for the general advantage of Canada.

HON. MR. MILLER—If it be so decided.

The motion was agreed to and the Bill was read the second time.

## RAILWAY ACT AMENDMENT BILL.

### SECOND READING.

HON. MR. SMITH moved the second reading of Bill (6), "An Act to amend the Government Railways Act."

The motion was agreed to and the Bill was read the second time.

## PETITIONS FOR PRIVATE BILLS.

### MOTION.

HON. MR. SMITH moved that the time for presenting Petitions for Private Bills, which expires to-day be extended to Monday the 30th instant, and that the time for presenting Private Bills to the Senate which expires upon Friday the 20th instant be extended to Monday the 6th day of June next.

HON. MR. DICKEY—I must say that this motion looks very much like an indication of a long Session. I was in hopes that the Government were more anxious to get rid of us, and would try and let us go early instead of allowing measures to be brought in up to the 6th June.

The motion was agreed to.

The Senate adjourned at 4:25 p.m.

## THE SENATE.

*Ottawa, Monday, May 16th, 1887.*

THE SPEAKER took the Chair at 3 p.m.

Prayers and routine proceedings.

## STANDING ORDERS AND PRIVATE BILLS.

### 5TH, 6TH AND 7TH REPORTS.

HON. MR. GOWAN presented the