

of the Government? At one time that was the organ of the Protestants of the Province of Quebec.

Mr. MITCHELL. I will tell the hon. gentleman, if he wishes to know.

Mr. McCARTHY. I will let the hon. gentleman tell me when I get through. Perhaps then you will allow me to ask you a question or two.

Mr. MITCHELL. I will give you perfect liberty.

Mr. McCARTHY. I think we are encouraged to persevere in the course we have pursued, and the course we have taken, by the ebullition of popular feeling which we now see is aroused and is manifesting itself in the Province of Quebec. It cannot now be said that it is only the members from Ontario who have raised this cry and who are seeking for this disallowance.

Mr. MITCHELL. That is all it is.

Mr. McCARTHY. Then the petitions are very extraordinary, and I can hardly accept the contradiction of my hon. friend in the face of those petitions. I cannot do better than close in the language of Principal Cavan. I adopt every word which that distinguished gentleman uttered the other evening in reference to the question of disallowance. Speaking on this question, he says:

"He was quite willing to admit that within their own distinct limits the autonomy of the Provinces ought to be respected. Under the Act of Federation certain subjects were designated as belonging to the Dominion, and certain subjects were named as within the jurisdiction of the several Provinces, and while he had never committed himself to the principle, as a universal principle, that the central authority could not revise the Acts of the Provinces that were within their own limits; while he distinctly desired not to be committed to that principle; while he did hold that as a general thing it was a safe and wise principle, as long as the Province has kept fairly and definitely within its own limits, even though its action is not the wisest action, that the central authority should be very careful about revising it—he believed that occasions did arise when it was not simply permitted to the central authority, but that it was the bounden duty of the central authority to revise provincial legislation, legislation lying distinctly within the limits of the Provinces. He supposed on most subjects he would be regarded as thinking with the Liberal party, but if the Liberal party had even taken ground in opposition to that he must beg to be excused from following the Liberal party. He supposed that was a bold thing for a man who was neither lawyer nor politician to say, but was prepared to take the ground that the Jesuits' Estates Act was not within the limits of the Province of Quebec. So far as it dealt with education it was within those limits, so far as it dealt with money it was within those limits, but he thought he could show that it was marked by features which took it out of those limits, and making it a matter that the Dominion ought to deal with."

DERBY BRANCH RAILWAY.

Mr. MITCHELL asked, 1. Is the section of railway subsidised by Parliament completed, extending from the western end of the Derby Branch Railway to a connection with the Northern and Western Railway at Blackville, in the county of Northumberland? 2. If so, when was its completion accepted or recognised by the Government? 3. Is the said section of railway now in operation? If not, why not? 4. Has the Government taken any steps to have the said railway put in operation, and if so, what were they? 5. Has the Government had any negotiations or correspondence with the proprietors of the said railway, for the purpose of extending the traffic on the Derby Branch and securing for the public the advantages which the public were expected to receive when Parliament subsidised said line; and if so, what were they, and with what result?

Sir JOHN A. MACDONALD. 1. Accepted as completed, the company having given a bond to replace the cedar crib-work with masonry when called upon by the Government to do so. 2. On the 26th October, 1887. 3. Have no knowledge as to the cause. 4. No. 5. Yes; they were in the nature of a proposition of leasing the Indiantown Branch to the company, it resulted in the Government preparing a lease for the execution, after which the company refused to

Mr. McCARTHY.

execute, since which the Government have operated the Indiantown Branch.

It being Six o'clock, the Speaker left the Chair.

After Recess.

UNION RAILWAY COMPANY.

Mr. WHITE (Renfrew) moved second reading of Bill (No. 79) to incorporate the Union Railway Company.

Mr. BRYSON. Before this Bill is read the third time I desire to make one or two observations in reference to it. It will be within the recollection of hon. gentlemen in this House that on the 17th of June, 1887, a Bill in favor of the Pontiac Railway Company, asking for an extension of time for the completion of that road to the town of Pembroke, was passed by this House. To my mind, if this Bill now before the House comes into operation, it may seriously interfere with the completion of the line of the Pontiac Railway. I may say at the outset that the line of the Pontiac Railway is now within a very short distance of the town of Pembroke, that the iron upon that road has been laid to within 14 miles of that town; and the difficulty which now exists with respect to the completion of that road is simply a matter of negotiation for a financial arrangement to raise money to build this bridge. That bridge, as the House is aware, received a consideration at the hands of this House last year of 15 per cent. of the actual cost, which was then estimated to be about \$225,000. I contend that if this Bill be allowed to pass as it is at present drawn, and as the railway will touch certain villages in the county of North Renfrew, to a very great extent it will be a rival line to the Pontiac Railway. The greatest distance at any point between the Pontiac Railway and the Canadian Pacific Railway does not exceed 17 miles; and I contend that the farmers of the townships of Westmeath and Ross cannot in any way be considered as suffering for the want of railway facilities. When people are living within 8 miles of a line of railway, with good roads, I consider there can be no hardship endured by them, and consequently this Bill ought to stand over for a time. In looking at the names of the petitioners for this Bill, I find that the gentlemen who are asking for the incorporation of this company reside in the town of Pembroke. If I were convinced that the promoters of this Bill were residents of these townships, I would look upon it differently. I may be permitted to refer to an argument used by the hon. member for North Renfrew in the Railway Committee—he contended that we would be depriving these people of a railway. Well, in looking over these names I find that not one of the gentlemen who are asking for incorporation, are residents of this portion of the country through which this line of railway would run. Therefore, I come to the conclusion that the promoters of this scheme are in a measure promoting a line of railway which will be a rival line to the Pontiac Railway, and may result disastrously to that line. Irrespective of the interests of the county which I have the honor to represent, a very large portion of the community in the county of Pontiac might for all time to come be deprived of a line of railway. It is contended with some force that the Ottawa River, lying between these two lines of railway, is a very serious embarrassment to the people of these townships that I have just named; but when you take into consideration that at the village of Portage du Fort we have a bridge for highway traffic, and two very good ferries at Lapasse and at the mouth of the Black River, which is immediately opposite the end of the iron on the Pontiac Railway, it will be seen that the people of the township of Westmeath, who are furthest from the line of railway, can suffer no serious injury by delay in building this road. I, therefore, move;