

extraordinary that three legislatures should be attempting to settle the difficulty. The bill of the Nova Scotia Legislature could have no effect if the decision of the Supreme Court was correct, and there were doubts as to the jurisdiction of the Dominion Parliament. However, this bill could do no harm, except to lower the dignity of this Legislature. It would have been much better if the Government had not pressed this bill during the present session.

Hon. Mr. POWER—The Minister of Justice in the late Government expressed the same opinion as the Law Officers of the Crown.

Hon. Mr. HAVILAND—I don't care if a dozen ministers of justice expressed the same opinion, I would look upon their opinion as so much dust in the balance compared with the decision of the Supreme Court.

Hon. Mr. DICKEY called attention to the fact that Sir John Macdonald had yielded his opinion in the face of Lord Granville's. The honorable Senator from Halifax, in setting the opinion of the Law Officers of the Crown against the decision of the eminent judges of the Supreme Court of Nova Scotia, should have mentioned the fact that one of the most important papers bearing on the case was not discovered until the 23th of March last, about the time the Law Officers of the Crown gave their opinion, and consequently they were not in possession of all the facts.

The bill was read a third time and passed. The House adjourned at nine o'clock.

THURSDAY, April 26th.

The SPEAKER took the chair at three o'clock p.m.

After routine,

THE INTERCOLONIAL RAILWAY.

Hon. Mr. BOTSFORD'S motion was called "To resolve, That as no return has been made to an address of the Senate, passed the 8th day of March, requesting information relative to the Intercolonial Railway, this House had been deprived of exercising one of its inherent privileges—that of enquiring into the manner in which one of the public works of the Dominion is administered."

He said as the return for which he had moved had been brought down since he had put this notice on the paper, with the leave of the House he would withdraw the motion. He would, however, call attention to the importance of these returns, with a view to having them printed. He desired also to call the attention of the honorable Secretary of State to certain omissions or deficiencies in the report, and he hoped the Gov-

ernment would, before the next session, have all the details for which he had moved brought down. In the first place, this return only covered six months, when his request was that it should extend from the 1st of January, 1876, to the 1st of March, 1877. The first part of the return referring to the number of annual passes, showed that there were 340 persons who had annual passes over the road for the half year in 1877 covered by this return. Many of those passes were granted to persons outside of the Dominion, and in no way connected with the Intercolonial Railway. In his opinion it was unjust to the people of Canada that free passes should be given to people connected with railroads in the Western States. He noticed also there were no returns of temporary passes. If his information was correct, there were a good many of them issued. The return respecting the palace car gave no details, and the amount stated for its construction was much lower than he had been led to believe. Then there was no estimate of the losses caused by collisions and accidents. It was important that this information should be furnished. Contrary to the statement made by Mr. Brydges in the return, only two accidents out of the twenty-five, which had occurred, took place on the part of the road where the old iron rails were laid. Another omission was, there was no statement of the perquisites of station masters, and others employed on the road, while he observed their salaries were very large, and he would like to know if they had their houses rent free. The salary of the Superintendent was larger than that of any of the Supreme Court Judges, \$8,000 and all expenses, including a palace car to move about in. The second officer had a salary of \$4,000, which was as large as the salary received by any of the Judges of the Supreme Court of New Brunswick; they had, besides, their houses rent free. He feared, from his knowledge of this railway, the Government had handed the management over to an irresponsible person.

Hon. Mr. SCOTT promised to call the attention of Mr. Brydges to the statements of the honorable Senator, and he hoped the information desired would be furnished early next session. When Mr. Brydges was in Ottawa a fortnight ago he (Mr. Scott) had called his attention to the fact that some details were wanting, and was informed that only a portion of the information could be furnished in time to be laid before the House this session. It seemed to him that the number of passes issued was large, but it was the custom to exchange passes with railways, and, perhaps, seven-eighths of