

the St. John at Woodstock. Our object is to make a thoroughly good broad gauge road, as good as any in New Brunswick, and to carry the enterprise through in good faith, and we shall have a bridge at Fredericton.

Mr. DOMVILLE. I wished to refer to the bridge over the St. John in the interest of the member for Carleton, who, with others, has complained of the bridge across the river at Woodstock, which obstructs navigation, by preventing the passage of steamboats up the river at that point. For years the river has been thus impeded. I hope my hon. friend from St. John will be able to assure the House and the people of New Brunswick, that such a bridge will be built as will meet the requirements of the people on the upper St. John.

Mr. ANGLIN. As usual, when any company asks Parliament for liberty to bridge a navigable river, proper precautions are taken in the interest of the public, one of them being that the plan of the bridge be approved of by the Governor in Council, the Minister of Railways or Public Works, before the building is commenced. Such a provision, I have no doubt, will be made in this as in all similar Bills. This Bill does not ask any other privilege at present, but the extension of the road to the St. Lawrence. It does not ask for the disposal of the lands obtained from the Local Government. While not approving of the gift of lands in this way, the Company have had them so long in their possession, and have fairly earned them under the conditions prescribed, that they have a perfect right to sell them without reference to the interests of the public of the Province. The Local Legislature has no power to grant the privilege sought for by this Company, which makes it necessary for it to come to this Parliament.

Mr. DOMVILLE. I do not object.

Sir CHARLES TUPPER. I would like to ask the hon. member for St. John the contemplated distance between the present terminus of the road and the Intercolonial railway.

Mr. BURPEE, (St. John). About seventy miles, of which fifty miles is a well settled agricultural country.

Mr. GRANDBOIS. I wish to point out that if the Company only desire to arrive at the best terminus the Act and Charter of 1870 gives them that power.

Sir CHARLES TUPPER. These points will, of course, be raised in the Railway Committee, but in the meantime the Bill should go to the second reading.

Bill read the second time.

RATES ON CANADIAN PACIFIC RAILWAY.

Mr. BLAKE enquired, Whether there has been any correspondence between any member of the Government and the Quebec Government on the subject of rates to be charged on the Canadian Pacific Railway? Whether any agreement has been made on the subject? At what date such agreement, if any, was made; and whether it will be laid on the Table?

Sir CHARLES TUPPER. So far as I am aware there is no correspondence with the Quebec Government on the subject, and no agreement has been made. I may say that the matter is still under consideration.

BURROWING PITS IN THE COUNTY OF LISLET.

Mr. CASGRAIN moved for copy of the correspondence, evidence and award of — Simard, Esq. official arbitrator in the case of Lucien Morin, Antille, and several others of the parish of St. Roch des Aulnets, County of L'Islet, claiming damages from the Government on account of burrowing pits for the use of the Intercolonial Railway, opened on their several lands during the last season. He

Mr. BURPEE (St. John).

said: The reason the Government gave the other day for not producing these papers was, that there might be some private and confidential matter in the report to the Government which ought to be held back. I think the hon. Minister will see that these papers contain an award and the report of the official arbitrator upon which the award was based. This report may hereafter be brought before the whole Board of Arbitrators upon an appeal, it is, therefore, a public document and I do not see that the objection is valid. As I remarked the other night, I consider that an injustice has been done to these parties, that they have suffered heavy damages which have not been either assessed or paid, and I, therefore, renew the motion.

Motion agreed to.

JUDICIAL STATISTICS.

Mr. BLAKE, in moving for a statement of the population of each county, union of counties or district throughout Canada, to which is assigned a County Court Judge, and for any available statistics as to the judicial work therein, said: It is obvious that this motion is directed to the propositions on the Table with reference to the salaries of County Court Judges. Our information as to the population of the districts is not very satisfactory as contained in the public documents, because the census districts are arranged more with reference to the electoral divisions than with reference to the counties and other judicial divisions. Besides, it would be convenient to have in a tabulated form a statement of the population of the various judicial districts, some of which are composed of groups of counties. There are, I am aware—because I was instrumental some years ago in procuring them—some statistics in reference to the judicial work performed by each of the County Judges in 1877. I am not aware whether they have been carried down to a later period. Having regard to the general tenor of the resolutions before the House, I think that the information for which I seek is not immaterial to the consideration of the scheme which the hon. gentleman proposes to ask our assent to.

Motion agreed to.

NORTH-WEST GEOGRAPHICAL NAMES.

Mr. DAWSON, in moving for a return of all correspondence relating to the substitution of new names for ancient and historic ones in the North-West Territories, more especially along the route of the Pacific Railway, said he feared that but little correspondence could be brought down, and that it had been left to surveyors and engineers to give whatever names they chose to localities. However that might be, no greater outrage had ever been perpetrated. To discard the old and historic names for such new and outlandish ones as appeared on the maps of the Pacific Railway was to rob the country, in a measure, of its history. There was not a place or a district in the North-West Territories that had not a name already. The old names of places in a country were a sort of index to its history and the regions of the North-West had been occupied from time immemorial by Indians who had given names to every river and rivulet, and in fact to every place which had naturally any prominence. These names were some of them very beautiful, and all of them appropriate to and in some sense descriptive of the places to which they were given. The day was not far distant when all that would remain as a reminiscence of the once formidable but now withering Indian would be the names he had given to the haunts of his race, and were these to be swept away at the dictum of unappreciative and perhaps prejudiced men of a different origin, who sometimes assumed a superiority that the circumstances did not warrant?