

in the Library, interesting, of the same kind, though not to the same extent; and I think, that no Government should have the slightest objection to concede the request of the Library Committee, if they asked for a considerable sum each year, to publish documents of that kind.

Mr. KIRKPATRICK. It is not within the jurisdiction of the Library Committee to ask for printing of documents.

Mr. CASEY. It will then be a question for the Ministry to consider on their own responsibility.

Resolutions to be reported.

Sir JOHN A. MACDONALD moved the adjournment of the House.

Motion agreed to; and (at 12:05 o'clock a.m.) the House adjourned.

HOUSE OF COMMONS,

MONDAY, 23rd April, 1883.

The SPEAKER took the Chair at Three o'clock.

PRAYERS.

THIRD READINGS.

The following Bills were severally considered in Committee, reported, and read the third time and passed:—

Bill (No. 57) further to amend the Acts relating to the New Brunswick Railway Company.—(Mr. Weldon.)

Bill (No. 76) to amend an Act intituled: An Act to incorporate the Northern, North-Western and Sault Ste. Marie Railway Company, and to change the name of the said Company to the Northern and Pacific Junction Railway Company.—(Mr. McCarthy.)

WOOD MOUNTAIN AND QU'APPELLE RAILWAY COMPANY BILL.

Mr. BEATY. I move that this House disagree with the amendments made by the Senate to Bill (No. 48) to incorporate the Wood Mountain and Qu'Appelle Railway Company, and for this reason: I have ascertained that the ground on which the amendments in regard to the fee of 50 cts., which was struck out, was made under the apprehension that the line was in the Province of Manitoba; but I have seen the Senator who was in charge of the Bill in the Senate, and he said, that had it been known that the Bill related to the territory of Assiniboia, it would have been passed there without any objection. I, therefore, move that we disagree.

Mr. BLAKE. The hon. gentleman, according to the Rule, must give the reason for the disagreement in the motion.

Mr. BEATY. I move that this House do disagree with the amendments of the Senate to Bill (No. 48), for the reason that the provisions of the Bill excepted to are within the jurisdiction of Parliament, the line of railway being within the Territory of Assiniboia, and not within the Province of Manitoba.

Mr. BLAKE. Mr. Speaker: The fact that the hon. gentleman puts in the motion as the reason, is no doubt the fact. This reason is probably a very good one; but I just wish to call the attention of the hon. gentleman opposite, and the House generally, to the circumstance, that by the reason proposed we are contumeliously surrendering what we have

been putting in almost every railway charter, whether rightly or wrongly. I think it is very likely that we were wrong in so doing; but we have assumed, as part of our constitutional power, that we had the right to prescribe the mode of conveyance by which land should be parted with, and a registration fee charged; in fact entering into these particulars as to the mode of conveying lands in the exercise of the compulsory or voluntary powers of railway companies. The reason now given to the Senate is a reason which, of course, acknowledges with reference to all railways within any of the Provinces, that we have had no right, and had no right to do that thing. I dare say that this is correct, but it upsets two or three clauses in some hundreds of railway Bills.

Sir HECTOR LANGEVIN. I do not see why, because we did wrong in the past, that we should not do right now.

Mr. BLAKE. I am not objecting.

Sir HECTOR LANGEVIN. As, however, this is a change of policy in this respect, I would ask the hon. gentleman to allow the motion to stand until to-morrow. I, therefore, move the adjournment of the debate.

Motion agreed to, and debate adjourned.

BETTER OBSERVANCE OF THE LORD'S DAY.

Mr. McMULLEN enquired, Whether it is the intention of the Government to introduce, this Session, any legislation in response to numerous petitions presented to this House, praying for such legislation as will secure a better observance of the Lord's Day, as regards the running of railway trains, &c.?

Sir LEONARD TILLEY. It is not the intention of the Government to introduce, this Session, any legislation on that subject.

RECIPROCAL TRADE BETWEEN CANADA AND BRAZIL, THE WEST INDIES AND MEXICO.

Mr. FORTIN, in moving for all correspondence and papers relating to the reciprocal trade agreements between the Government of Brazil, the different Governments of the West India Islands, whether British or foreign, and Mexico on the one side, and Canada on the other side. A statement of the Custom duties imposed by these countries on their imports or exports. A statement of the qualities of the different articles, whether manufactured or unmanufactured, exported from Canada to these different countries during the last ten years. A statement of the different articles, whether manufactured or unmanufactured, imported from these countries into Canada. A statement of commercial treaties, if such exists, between any of these countries, British Colonies excluded, and Great Britain, said: I wish to address some remarks to the House on this question, and before doing so I wish to crave the indulgence of this House if I should be somewhat lengthy, and, perhaps, tedious. This question is, I think, one of great importance, as it concerns our trade relations with neighboring States of large extent containing a numerous population, and producing a variety of articles which we consume. Before going to the heart of the question, I shall give some statistics and other information which are necessary to a proper knowledge of the facts and circumstances of the case. I would first refer to the West India Islands. These Islands are composed of the British, Spanish, French, Dutch and Danish West India Islands. The British Islands, which are very important, are composed of Antigua, Bahamas, Dominica, Jamaica, St. Christopher, Montserrat, Nevis, St. Lucia, Barbadoes, Grenada, Trinidad, St. Vincent, Turk's Island and Virgin Islands. Their area is 12,802 square miles; their population, 1,214,417; their revenue, \$7,262,710;