

Wellington to hold a recount, after he had declined to do so. The learned judge goes on to say that :

"The right to deal with all such matters belongs to the House of Commons, except so far only as the Legislature has expressly devolved on the courts certain express duties and powers respecting elections, and this proposed interposition by mandamus is not one of those so devolved."

So that, inasmuch as there are, or might be, cases where injustice might be done by a county court judge in his refusing, no doubt rightly, in his opinion, to have a recount, I propose that mandamus will lie compelling him to have a recount. I understand from the hon. member from Queen's, N.B. (Mr. King), that the same difficulty has arisen in his province, but there they do not seem to have held in the same way as the judges of the Court of Queen's Bench in Ontario. In New Brunswick they think that a mandamus does lie, but it is not so in the Province of Ontario, and, if there is a difference of opinion in the several Provinces of the Dominion, I think all doubt should be set at rest by the Act which I ask the House to pass to its second reading. It will be observed that I have not provided for a prohibition as well as a mandamus. It might be well, perhaps, if the Minister of Justice thinks the Bill should pass, to amend that clause by providing for a prohibition, because, if a writ of mandamus should lie, a writ of prohibition should also lie. I do not think it is necessary to give any more explanation, but I hope the House will pass the measure.

Motion agreed to, Bill read the second time, and referred to the Committee on Bill No. 5.

ELECTORAL FRANCHISE ACT AMENDMENT.

Mr. WOOD (Brockville) moved second reading of Bill (No. 59) further to amend the Electoral Franchise Act. He said : I think it is the intention of the Minister of Justice to refer that Bill to the special committee appointed to consider Bill No. 5, and I think perhaps that would be the best course to pursue.

Motion agreed to, Bill read the second time, and referred to Committee on Bill No. 5.

PREVENTION OF FRAUDS.

Mr. BURDETT moved that the Order for the House to go into Committee of the Whole on Bill (No. 42) to prevent fraud in the sale of certain articles, be discharged, and the said Bill be referred to a special committee composed of Sir John Thompson, Messrs. Wood (Brockville), Barron, Skinner, Desjardins (L'Islet), Corby, Lister, Cochrane, and the mover.

Motion agreed to.

Sir JOHN THOMPSON: In order to facilitate the business of that Committee, I move that it be an instruction to the committee to which Bills numbered 5, 9, 43, 45, 54, and 59 have been referred, to consolidate such Bills or unite any provisions of one Bill with the provisions of another.

Motion agreed to.

RAILWAY BRIDGE AT QUEBEC.

Mr. LANGELIER moved for :

Copies of all Orders in Council, instructions to engineers, correspondence, papers, reports and documents respecting the building of a bridge at Quebec.

He said : I wish to say a few words on the subject with which this motion deals. For the last forty years the question of a bridge over the River St. Lawrence at the city of Quebec, has been more or less prominently before the public, and it has especially acquired great importance within the last five years. A company was incorporated some years ago to construct such a bridge, and the Government have been very frequently approached by delegations from Quebec asking for assistance for the construction of a bridge. It cannot be said that it is an extraordinary proposal to ask for assistance for such an undertaking, because we have seen other undertakings of the same kind assisted by public money. It is very well known that the Victoria Bridge at Montreal was constructed with money advanced by the old Province of Canada. The bridge constructed at Lachine by the Canadian Pacific Railway has not, perhaps, been built directly with money advanced by the Government, but indirectly it has been built with such money. It is very well known that the country has advanced immense sums of money to that great corporation, the Canadian Pacific Railway, and it was with money advanced by this company that another bridge has been built near Montreal. As I have said, the question of the construction of a bridge near the city of Quebec has acquired a great deal of importance within the last few years. Within the last ten years a bridge at that point has become a matter of life or death for the trade of the city of Quebec. As I stated on one occasion when I headed a deputation from Quebec to interview the Government, matters have come to such a point that without a bridge Quebec now stands commercially in a worse position than it was before it became connected by rail with other points of this country. Before there was any railway Quebec, commercially, stood in the same position as Montreal and other cities, but since railway communication between the two cities has become so easy, the absence of a bridge has been the cause of a large portion of the trade and commerce of Quebec being transferred to Montreal. Every one at all acquainted with the position of Quebec knows that in the winter time, especially, when the crossing of the river is almost impossible at that point, country merchants coming from localities below Quebec and who used to make their purchases at Quebec, now go directly to Montreal. It takes them no longer to reach Montreal than to reach Quebec. Take, for instance, merchants coming from Rivière du Loup, or Rimouski, or any other place below Quebec, and who used to come to Quebec to do their business : if they arrive in the evening after the ferry has ceased to run, they have to remain till next morning at seven o'clock, which is the earliest hour at which they can cross the river. But if they continued on directly towards Montreal, they could reach that city at half-past six the next morning ; therefore, it is an advantage to them to go to Montreal. There is also another great practical difficulty which I may mention, and that is the cost of transport by the ferry. For the transportation of goods between Quebec and Rimouski, especially for those merchants of Quebec who deal in bulky or very heavy goods, it is more expensive for them to take their goods across the River St. Lawrence than it would be to carry them all the way from Quebec to Rimouski. Another difficulty is that at present we have no direct communication with the United States by rail, nor can we have ex-