

to me to be legislation of a most entirely objectionable description. It is still more objectionable that it should be introduced at the last stage of the Bill. It is practically legislating by resolution. It should have been introduced by a Bill, so that we might have had an opportunity of judging it. It is also open to the objection that there is a possible interference with private rights, and that the usual precautions which we take when we propose to interfere with private rights are not in this case taken, inasmuch as the usual notice given is not given, the usual time is not allowed, and the usual facilities afforded for appearing before the committee and contending against the granting of those powers, which, indeed, it is impossible to measure, because we do not know what powers may be granted by Order in Council.

Mr. CHAPLEAU. I would not have proposed this amendment at this time were it not that I know and can state to the House in two words the position of this railway. It is more of the character of a narrow gauge railway or tramway, and the road is only six and a half or seven miles in length, connecting the foot of the lake with the Long Sault. There is no interference with public rights, inasmuch as the expropriation has been made out of public lands by the settlers organised under *La Société de Colonisation du lac Temiscamingue*, at the head of which is that zealous gentleman who was mentioned by the Minister of Railways in his remarks in presenting this measure, Rev. Father Gendreau. This road is built, or almost built, and power is being asked to build wharves and landing stages on the lake. It was only at the last moment that Father Gendreau, who is at the head of the enterprise, was informed by some of his friends that the working of the railway, when built, would require that some such power should be granted. It was only last Saturday that the rev. gentleman came to me and asked me to see the Minister of Railways, and although this power may seem an extraordinary one to ask at this time, I hope that the smallness of the road, although the colony which is beginning to be planted there is a very important one, would be a reason for obtaining the indulgence of the House to have this provision added to the Bill.

Mr. BLAKE. I admit that the child is a very little one, but if it is not legitimate it is hardly usual to accept that as an excuse.

Mr. CHAPLEAU. It cannot be legitimate, considering its father.

Mr. KINNEY. Before the committee rises I wish to offer an objection to the Bill—not to any of the features of the measure, but because of the absence of any reference to the Western Counties Railway of Nova Scotia. I do not wish to call the attention of the committee to this matter but for a few moments, as it is of a strongly local character and cannot, therefore, have much interest for the majority of the House. At the time of the confederation of the British North America colonies, the Province of Nova Scotia owned two lines of railway, which did not belong to the trunk line or Intercolonial Railway line from Quebec to Halifax. These two lines were fifty-two miles of railway from Truro to Picton, and thirty-two miles from Windsor Junction to Windsor. It was clearly enunciated, as the intention of the Dominion Government, that the Dominion Government would give those two pieces of road as bonuses for the eastern and western railway extension in Nova Scotia, and in 1873 a resolution was submitted to the House by the right hon. the First Minister, to this effect:

"That the Government be authorised to enter into negotiations with some reliable association or company, for the transfer of the railway from Windsor to the trunk line from Halifax to Truro, upon condition that such association or company extend the railway from Annapolis to Yarmouth, subject to the approval of Parliament at the next Session."

At the next Session, the Dominion Government passed a Bill authorising the transfer of that piece of road to any company that would extend the railway system of Nova Scotia from Annapolis to Yarmouth. A company, which had already been formed, called the Western Counties Railway Company, chartered under an Act of the Legislature of Nova Scotia, and to which a liberal subsidy had been given by the Nova Scotia Government, offered, by means of that subsidy and the piece of road I have spoken of, to build the railway desired from Annapolis to Yarmouth. At that time, the Western Counties Railway, by virtue of an Act passed, issued a loan of £280,000, and went on the London market to float it, but found, to their dismay, that the Windsor and Annapolis Railway Company claimed the right to the Windsor branch for twenty-one years from 1872. The case was taken into court, and after several years of litigation it was finally settled that the Windsor and Annapolis Railway Company had a right to the Windsor branch, because, amongst other reasons, the Act did not recite that the lease to the other company had been cancelled. Under these circumstances, the company was left with a road just commenced, with the bridges unfinished, with neither money nor credit, and with the whole thing in disorder—all owing to the imperfect legislation of the Dominion Parliament. In the meantime, the Nova Scotia Government again came to the rescue and subdivided the original loan of £280,000 into two liens, making the one a lien upon the road from Annapolis to Yarmouth, and the other a lien upon the Windsor branch, the Nova Scotia Government guaranteeing the interest upon the £65,000 secured upon the western end of the road, which sum enabled the road to be completed from Digby to Yarmouth; and that portion of the road has been running ever since under that arrangement. That was in 1879. In 1881 the Nova Scotia Government undertook to treat with the joint stock company to complete the entire railway system of Nova Scotia, and entered into an agreement with this Government, which was ratified both in the Provincial and Dominion Parliaments. The Local Government went out of power, and the incoming Government defeated the intention of their predecessors, so that the Bill proved inoperative. The road has been remaining ever since 1881 in that unfinished state, with only eighteen miles of the road graded, and which will cost something like \$700,000 to complete, nearly half a million dollars of which must be expended for bridges alone. This is all left in this chaotic state because of the legislation of this Parliament, by which the Government were prevented from handing over that property to the Western Counties Railway. Under those circumstances it was rightly claimed by the Western Counties Railway Company, that inasmuch as Parliament had failed to carry out their intentions, and had left the people of the western counties of Nova Scotia heavily in debt, the company involved in great difficulties—and I may state here that, which is an exception in the Maritime Provinces, the municipality of Yarmouth invested \$100,000 in this enterprise for which they are paying \$6,000 a year interest, and for which they have received no direct benefit whatever. Now, the trouble has been existing for years; in fact that railway is in, and has been in, a chronic state of trouble, until the present Nova Scotia Government have undertaken to complete the system; and one reason why, I assume, the Western Counties Railway Company is not mentioned in the Bill is because this Government have observed and must know, by the correspondence which has taken place between them and the Nova Scotia Government within the past year, that it is the intention of the latter to finish the road, and, consequently, the Dominion Government thought it hardly necessary to step in and interfere with any arrangements that might be made by the Provincial Government. To show the committee that the plan recently devised by the Nova Scotia