

place instead. There was no statement as to where the Ottawa River was to be crossed, or where the terminus of the line was to be placed, and on these subjects the Bill was altogether too indefinite.

**Hon. Mr. Cartier** held that the intention to make the road on both sides of the river was manifest, but agreed with the honourable member for Lambton (Mr. Mackenzie), that to enable this House to take cognizance of the application, it should be made compulsory on the company to construct the line in both Provinces. Otherwise, the legislation of this House might affect only the first portion of the Bill—the organization of the company—to which it could not properly apply, and would not be valid. There was, however, sufficient ground to warrant the second reading.

**Mr. Crawford**, in reply to Mr. Mackenzie, pointed out that clause 13 stated definitely the place where it was proposed to cross the Ottawa, namely, at or near the Chaudiere Falls. If there can possibly be any case in which a charter should be granted to a public company by this House, the present is such a case. Ontario is powerless; Quebec is powerless; it is only the Dominion which can act in the matter. He had come here to promote, to the best of his ability, the welfare of the country, and he asked, were we to throw obstacles in the way of the expenditure of large and useful sums of money—three quarters of a million in this district—influenced by such captious objections as those of the member for Lambton?

**Mr. Blake** considered the preamble, declaring the undertaking to be of general importance, most worthy of discussion. It was said to be of general importance, as connecting the Provinces, but it only did so by treating the Grand Trunk Line as an appendage, and not of its own resources. The object was in every way praiseworthy, and he would be the last to object to the measure itself. But we were asked to establish a precedent, and to interfere with works now existing in Ontario. It was asked that private parties might, through the mouthpiece of such enactments, declare that local private works are of public importance, and are therefore to be dealt with here. There was strong ground for accepting the correctness of any interpretation which members of the Cabinet might agree on placing upon the Act of Union, because the Act had been framed by themselves, and they should best understand it. But when Ministers were found to differ among them-

selves, the difficulty became serious. We had here the Minister of Justice maintaining that it was sufficient for these Bills to state by preamble that they were of public importance, to bring them within the action of the House, while the Minister for Public Works thought that this House should deal only with Government measures, or at least measures of Government approval, considered by the Government as being for the advantage of the whole Dominion. When the honourable Ministers differed *toto coelo* on a point of so great importance, the sooner we had some declaration of the opinion of the Cabinet the better. What policy did the Government intend to pursue, if the Act be wide enough to allow of the adoption of differing policies on these matters? If it be proposed to interfere—most unwisely interfere—with the authority of the Local Legislatures, the House would reject the preamble. The mere statement that the Ottawa and Prescott Railway Company means to connect itself with the Grand Trunk Railway, was not sufficient to induce the House to such interference. The arguments urged in favour of our consideration of this line might be made equally applicable to the Grand Trunk, and indeed might be made to apply with greater force to almost any other line than to this one. It was incumbent upon the Government to say whether they would have such questions left to the decision of a Railway Committee. Although the power to connect the Provinces might be subject for application here, all other matters of organization—ratification of the sale or increase of capital—should unquestionably come before the Local Houses, and it would be more convenient, and less likely to occasion jealousy, to leave the Local Houses to deal with these points, and then, when such Local Act had been obtained to come here for the additional powers required to cross the Ottawa and to connect the Provinces. Meanwhile we should be relieved from work properly of a local character. If Section 14 meant that the company was absolutely bound to carry on their works in both Provinces, then the objection that it was intended as evasive was valueless, and on the honourable mover's declaration that such was its meaning the objection would of course be abandoned. He suggested that the power to increase the capital of the company should be connected, by the framing of the Bill, with the extension of the line, which alone makes it competent for this House to deal with it.