

might have been a complete change of directors. But I think the Government have taken the proper course in asking the committee to allow the Bill to go through with the proviso that the charter would not take effect until the 1st of June, until the company showed that they had the ability and the means to carry on the undertaking. If they are not able to do that, we will ask Parliament to give us power to incorporate another company, as we have done in other cases. But we thought it best under the circumstances that this company, having given their attention to this work, should have an extension of time, especially when they showed us that they had a contract already signed a few days ago, and in order that they might be enabled to show us whether or not they had the means to carry on the work. I hope, therefore, that this Bill will go to the Committee of the Whole.

Mr. WATSON. As the hon. Minister who leads the House has made a reference to the last telegram received from the Local Legislature of Manitoba, I would just trouble the House by reading it. That telegram to my mind states clearly that it is the opinion of that Legislature that the charter should be taken from the present holders. The telegram is in the proceedings of the 29th of April, as follows:—

"That as the question of the Manitoba Central Railway comes for final discussion before the Railway Committee to-morrow, it is the duty of this House to again express its views; the more especially as by the despatch of the 2nd April, 1884, the fact of the Dominion having devoted lands to aid railway construction in Manitoba is given as a reason why the House should not press its claim for the public lands in the Province. By the terms of the Order in Council of 23rd January, 1885, the proposal of the 20th of May is incorporated with modifications; consequently it becomes the duty of the House to watch the administration of the railway grants by the Parliament of Canada, who are practically trustees for Manitoba, it having been urged that these lands were set apart for her benefit.

"This House, therefore, as a matter of right, urges that the land grant should be at once placed in the hands of parties able, by constructing and putting into operation fifty miles of road this year, to give the people the benefit of one of the valuable considerations set forth in the above cited documents; and that unless the company now incorporated, or any company to be incorporated during the present Session, are able to show their ability to build the said fifty miles, then that Parliament be asked to give power to the Governor General in Council to incorporate any company by letters patent which may be formed to the satisfaction of the Government during the prorogation of Parliament for the purpose of building said road; and further this House expresses the hope that unless the present holders of the land grant satisfy the Railway Committee to-morrow, the committee will advise the summary cancellation of the Order in Council granting them, and this House feels it its duty to lay their views strongly before the committee, as the people of Manitoba, and more especially those directly interested, have vital interests at home.

"And be it further resolved, that Mr. Speaker be requested to wire the above to the Chairman of the Railway Committee of the House of Commons."

In support of this motion, Mr. Laycock, the mover of the resolution stated:

"Mr. Laycock said that the people in his district were perfectly sick at the way this matter had been treated at Ottawa. The speaker was a Conservative. He was taunted with being such, but he had no hesitation to say that it was time that the people had some redress. They needed railway communication, and men like Mr. Beaty and others, who had done what they had to prevent railway legislation, should be taught a lesson. He would raise his voice against the way the people of this Province had been treated. Such men as Mr. Beaty had gone to New York to traffic on the railway charter. The lands had been given to the people for railway purposes, to give railway communication, and he wanted to see no more humbug about it."

That resolution was carried unanimously by the Local Legislature of Manitoba; and such being the case, I feel myself bound in order to carry out the wishes expressed in that resolution, to vote for the amendment of the hon. member for Northumberland. In the Railway Committee I expressed the opinion that this company should not be granted another month's delay. They have had the last two years in which to carry out the terms of their charter, and they have made no progress. If Mr. Beaty had shown his ability to construct this road as the Government requested him to do at the last meeting of the committee, I would cer-

tainly have been in favor of his retaining the charter and having another month's time. But he has had this charter long enough, and as one of the members of the Local House stated the people of that section of the country have been humbugged long enough. They have had repeated telegrams from the president of the company that he would soon be on the ground and turn the first sod on two or three different occasions; and as hope deferred makes the heart sick, those people are sick of waiting for this company to begin operations, and I think it is time now that the franchises held by them, to enable them to build the road, should be given to some company who would show their ability to do it, without any further delay. I think a month is too long a time to grant to this company; if the Government had given them a week or two, I think it would have been long enough. Mr. Beaty said the company were in a position to construct the work; if they are, why does he not show it at once. We have the Minister of Railway's report to the committee, that Mr. Beaty had not shown him, to his satisfaction, that his company was in a position to construct the work, and therefore it was necessary to give him a month's extension. As I am strongly in favor of the road being built, and that at an early date, I will vote for the amendment, as moved by my hon. friend, believing that parties are in a position and ready and willing to take the franchise and construct the road at once.

It being Six o'clock, the Speaker left the Chair.

#### After Recess.

Mr. IVES. The hon. member for Marquette (Mr. Watson) who lives near the locality where this proposed railway is to be built, and who ought, therefore, to know something of its merits, informed the House that this enterprise is one of great importance and of great necessity, both to the settlers in that section and the North-West at large. He also tells us that he considers its construction has been too long delayed, and he fears that the present promoters of the enterprise, the hon. member for West Toronto (Mr. Beaty), the president of the company, and the other members of the directorate, are not the men who are likely to make an arrangement for its construction. With him it seems to be a question, not of the suitability of these persons, not the question which the hon. member for Northumberland (Mr. Mitchell) raised, as to the character of the directorate; not the question which the hon. member for West Durham (Mr. Blake) raised, as to the propriety of members of Parliament being directors on a railway board; but the vital question with the hon. member for Marquette is the importance of constructing the railway, coupled with the doubt whether this company have the capacity to effect an arrangement which will result in its construction. That being the position of the case, I find it very difficult to understand the conclusion at which he arrives. He says that if it were proposed to delay the consideration of this matter for a week, or possibly two weeks, he would consent to that, but he thinks it quite too long to defer the matter for a month; and because it is too long to defer it for a month, he declares that he is prepared to vote for the three months' hoist. In other words, with respect to an enterprise of vital importance to his section of the country, the construction of which has been too long deferred already, which it is very important should be constructed, and about the construction of which he has doubts as to the capacity of the present board of directors, he willingly would give two weeks to see whether they could make an arrangement; but he is prepared, seeing a month is proposed, to vote the three months' hoist. I cannot look at the question from that point of view. If the railway is an important enterprise, if its construction has already been too