

that is in my motion. How, therefore, can this be an important amendment and what necessity is there to give notice? It is a very common thing in this House to move at the third reading that the Bill be sent back to the Committee. If it were necessary to give notice twenty-four hours in advance, how could that be done? It stands to reason that there cannot be a notice of motion in this case. The hon. gentleman from Halifax says that if there had been more time the Committee might have considered our objection, but that there was so little time that the Bill might be lost and we cannot put the amendment to the Bill. The question is this—should we allow a doubt to exist? Certainly no one will say that there is not a doubt when half the House is of one opinion and the other half of another opinion. I want to have the doubt removed and that is why I wish to have a vote on my amendment.

The House divided on the amendment, which was rejected by the following vote:—

CONTENTS :

The Hon. Messrs.

Angers,	Guévremont,
Armand,	Montplaisir,
Boucherville, de	Robitaille—7.
De Blois,	

NON-CONTENTS :

The Hon. Messrs.

Bowell,	McMillan,
Boyd,	Macfarlane,
Dever,	MacInnes (Burlington),
Dickey,	O'Donohoe,
Ferguson,	Power,
Gowan,	Primrose,
Kirchhoffer,	Read (Quinte),
McKindsey,	Smith,
McLaren,	Snowball—18.

The Bill was then read the third time, on a division.

On the question—Shall this Bill pass?

Hon. Mr. GUÉVREMONT (in French)—Contrary to custom, I wish to propose an amendment to the Bill at this stage. Hon. gentlemen may think it extraordinary, but I wish to put this amendment on record. On a question of such importance to my constituents as this, I feel that I must deviate from the regular course followed in this House. I believe it to be my duty to explain my reasons for taking this unusual course, and also to explain how this Bill injuriously affects my constituents. The

Great Eastern Company obtained a charter to construct a railway through the counties of Verchères, Boucherville, Richelieu, Yamaska, Nicolet and Lotbinière. This charter was obtained several years ago, but the road has not been completed yet. The company have met with difficulties, and these difficulties will be increased by the passage of this Bill. If we pass this measure it will be the means of delaying, if not altogether preventing the construction of that road on the south shore of the St. Lawrence. The Grand Trunk Railway was commenced in 1850-51. In 1856 that company found itself in such a position that it could not continue its work, and if the Government of the two Canadas had not come to its aid, the undertaking would have been dropped. In 1856 the Parliament of Canada voted aid to assist the company to complete their line between Rivière du Loup and Sarnia. That measure was carried by a majority of one. The representative of the counties of Drummond and Arthabaska, Mr. J. B. Dorion, voted against that measure. The result of the completion of that road was that it opened up the forests of Canada for settlement. If the country is settled and prosperous to-day, it is due to the building of that railway. The Government in that instance put the Grand Trunk Railway Company in a position to complete its road. The member who represented the five counties to which I have referred voted for that measure. To this day those five counties are without railway facilities, and they depend upon the construction of this Great Eastern line to provide them with railway communication. Now, when the Great Eastern Railway Company is making an effort to construct that line, a measure is brought before this House to authorize the building of a competing line a short distance south of the St. Lawrence, which, as I understand, will have the effect of preventing the Great Eastern from continuing its work. That is the reason why I have taken every means in my power to prevent the passage of this Bill, and I only regret that my efforts have been unsuccessful. I have acted in the interests of my constituents and in the interests of the Eastern Townships generally. The people of that section will feel deeply the absence of any sentiment of gratitude in this House for their generous support to the Grand Trunk Railway measure in 1856. I therefore move that the Bill be not now read