

Committee might frame a Report that will be of value, at a future time, when it may be taken up with a view to legislation.

SIR JOHN A. MACDONALD: I think there could be no objection to the Committee going on. The hon. gentleman desires simply to have a Committee formed to lay some basis for a future enquiry at another Session.

Motion agreed to.

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

After Recess.

NORTH-WEST COLONIZATION LAND COMPANY INCORPORATION BILL.—(BILL 74.)

(Mr. Schultz.)

COMMITTEE POSTPONED.

Order for the House to go into Committee of the Whole to consider the said Bill read.

MR. CHARLTON moved:

"That the House do go into Committee of the Whole on the said Bill this day three months."

SIR SAMUEL L. TILLEY: As the amended Bill has not been distributed, I think it desirable that this debate should be adjourned for the purpose of giving hon. gentlemen an opportunity of reconsidering the measure.

MR. ROSS (West Middlesex) moved the adjournment of the debate.

Motion agreed to, and debate adjourned.

PRIVATE BILLS.

THIRD READINGS.

The following Bills were severally considered in Committee of the Whole, reported, read a third time, and passed:—

Bill (No. 60) To incorporate the South Saskatchewan Valley Railway Company.—(Mr. Robertson, *Hamilton*.)

Bill (No. 49) To incorporate the Red River and Assiniboine Bridge Company.—(Mr. White, *Cardwell*.)

Bill (No. 36) To authorise the Corporation of Emerson, in the Province of Manitoba, to construct a free traffic bridge across the Red River at Emerson.—(Mr. Royal.)

CANADA CENTRAL RAILWAY COMPANY ACTS AMENDMENT BILL.

[BILL 67.]

(Mr. Fitzsimmons.)

THIRD READING.

Bill considered in Committee of the Whole, amended, and reported.

Question put, to concur in the Bill, as amended.

MR. CAMERON (North Victoria) moved:

That the said Bill, as amended, be not now agreed to, but that it be re-committed to a Committee of the Whole, with instructions that they have power to amend the Bill by adding the following clause:—"As soon as the said Railway shall be constructed and in running order to the navigable water at the eastern end of Lake Superior, and in the event of any bonus or subsidy having been granted by the Dominion of Canada for the construction of such line, all railways intersecting or connecting with the said Railway, shall be entitled to and shall have running powers over so much of the said Railway as any such bonus or subsidy may at any time have been granted by the Dominion of Canada in respect of, on terms to be determined by the Governor in Council, and in accordance with the provisions of the Canadian Pacific Railway Act, 1874."

He said: This addition is substantially the same as I moved in the Railway Committee. The importance of this question to all the western part of Ontario is very great. The Bill as now proposed gives the Kingston and Pembroke, the Ontario and Pacific and the Quebec Government Railways running powers over this Canada Central Extension, but no other roads receive this advantage. Those other roads should have equal rights and powers over the Canada Central. Two years ago, I contended in this House that, by the 14th clause of the Canada Pacific Railway Act of 1874, the roads sought to be excluded had equal rights with the favoured roads, and that the Government had no right to discriminate between the different companies. The present hon. Premier then said that the Government had no right to exclude the Midland and other Railways, as a reference to the *Hansard* of 1878, will show. Any one may see by the Act that the moment the Canada Central obtains a subsidy, other roads become, *ipso facto*, entitled to running powers over it, and that all the Government has to do is determine the terms on which those powers shall be exercised. I think it would be premature for the Government to aid the Canada Central in the extension of its line to Sault Ste. Marie, and that the true interests of Quebec and Ontario are rather centred in the construction of the all-rail line of the Canada Pacific Railway, rather than to connect with the