

not believe any such thing. A great many members from the north shore would be anxious to know where the new road would be built. Would the Government be disposed to build a road which would run parallel to the present one? Or would they be disposed to build what we call the Great Northern, which would start from Lachute, or from a certain point on the Ottawa River, between Montreal and Ottawa? This, in my opinion, is a very important question. It is contended that this road cannot be built; that the thought of it even, is ridiculous. Well, if that question of the Great Northern is ridiculous before the House, why did the Government mention it in their resolutions? Why do they come and tell us that if the North Shore Railway is not bought by the Government or by the Pacific Railway Company, a new line will be built? Is it possible that it is intended to build it along the line of the North Shore Railway? It is impossible to suppose it. Would the people of the Province of Quebec permit that five or ten millions more be appropriated to build a railway which would run from Montreal to Quebec, alongside of the North Shore line? No; that is impossible. Well, Mr. Chairman, if it is really the intention to build a railway, which would be an extension of the Pacific, as far as Quebec, I contend that that line ought to start from Lachute or from a certain point on the Pacific line between Montreal and Ottawa. At all events, I think that, under the circumstances, the Government would do well to promise us that the new line which is to be built, will start from the Pacific Railway, on the Ottawa River, and would run towards Quebec, through the interior.

Sir HECTOR LANGEVIN. (Translation.) I believe the hon. member can give his fears as regards the line through the interior or the Great Northern, as he has styled it. I stated awhile ago what were the agreements which the Grand Trunk and the Pacific promised to make with the Government. Now, I have moved to amend the resolutions, so that the Government may have the power to buy, if need be, the North Shore Railway, and to sell it or lease it for a long term to the Pacific Railway Company, in case an accident should happen. But there is no fear of that. These companies are important companies, presided over by honorable men, and when two such companies make promises, such as they have made to the Government, there is no reason to believe that their promises will be broken. Therefore, I think my hon. friend has no need to fear about the construction of a second line.

Mr. DESAULNIERS (Maskinonge). (Translation.) I have no fear on the subject of the construction of a second line. On the contrary, I would much prefer that the second line should be built, but I have not understood where the Government would build this second line, in case that they should not succeed in making these agreements.

Mr. LAURIER. The hon. Minister spoke of the expenditure of \$1,500,000. As I understood him, he only accounted for an expenditure of \$500,000.

Sir HECTOR LANGEVIN. I said \$460,000 for the Grand Trunk Railway and the balance in improving the road, giving terminal facilities at Quebec, changing some of the bridges, and putting the road in a condition equal to that of the other portions of the Canadian Pacific Railway.

Mr. LANGEVIER. Those terminal facilities are already provided for in the resolution concerning the Canadian Pacific Railway; \$200,000 were reserved for them, which is much more than will be expended. I do not know what other terminal facilities are to be provided.

Sir HECTOR LANGEVIN. On concurrence, I will bring down a statement of that.

Committee rose and reported.

Mr. DESAULNIERS.

Sir HECTOR LANGEVIN moved the adjournment of the House.

Motion agreed to; and the House adjourned at 1:45 a.m., Thursday.

HOUSE OF COMMONS.

THURSDAY, 2nd July, 1885.

The SPEAKER took the Chair at half-past One o'clock.

PRAYERS.

BUSINESS OF THE HOUSE.

Mr. BLAKE. I rise to call attention to the irregular hours at which we meet in this Chamber. I do not understand the principle upon which these hours are so irregular. We arranged, some time ago to meet at half-past one; it was suggested that the hour should be two, but the Government insisted on making it half-past one. Since that time the practice has grown up of our not meeting until two, and sometimes after that hour. Relying on that practice many members have not assembled here before two; but yesterday you took the Chair at something like a quarter before two, and to-day it is something like a quarter past two. Our hour of meeting in the evening is half-past seven; by the unspoken practice, it is thought to be eight o'clock; but many times it is not until some time after eight. I do not impute this to your not being ready to take the Chair, but to the practice which has grown up, of postponing the meeting until such time as it is convenient for the Ministers to come in, when you are sent for. That is not the practice in the English Parliament, and it was not the practice in this Parliament formerly; when Mr. Cockburn was Speaker, he always came in at the appointed hour. I maintain that we ought to commence business at the appointed hour, particularly when the hour is so early as half-past one; but to come here at half-past one and wait until two, or until such time as the Ministers are ready, is nothing less than intolerable. But after what took place yesterday I shall feel bound hereafter to be here at half-past one, and I shall feel it my duty on every occasion in the future to call attention to the fact that the House has not been able to enter on business at the appointed hour, whatever that hour may be. I do not stickle at the hour, which is regulated by the rules of the House, but if it is to be departed from, it should be by common consent across the House. It is not right that the time of the members of this House should be at the disposal of the Ministers, and that the business of the day should commence at such time as they please, instead of such time as the Order of the House prescribes.

Sir JOHN A. MACDONALD. It is true that in England the Speaker takes the Chair generally at ten minutes after the hour fixed, without regard to the requirements of the Government of the day. There, however, the Government has a very large staff of members of the Government who do not belong to the Cabinet, and who are always supposed to be in their places, especially the junior Lords of the Treasury. It is said their only business is to make a House and cheer the First Minister. Here we have no such assistance, and occasionally, as was the case with the Government of my hon. friend opposite, the Government do not come exactly up to the time, and one can understand that. There are acts of the Administration which sometimes are very pressing, and which require to be attended to, for fear of injury to the public service, and sometimes, in consequence,