

Mr. BLAKE. I deplore the summary manner in which the Senate have dealt with the law of nations as it was found on our Statute-book. It is quite true that Parliament failed to obtain any explanation of it when the Bill was here before; still the phrase sounded well and looked large. Perhaps the hon. gentleman would tell us, first of all, why he put it in, and, secondly, why he has allowed it to be taken out again?

Mr. FOSTER. I explained fully why it was put in; the reason for taking it out remains with the hon. gentlemen in the Upper House.

Amendments concurred in.

### SUBSIDIES TO RAILWAYS.

Bill (No. 146) to authorise the granting of the subsidies therein mentioned for and in aid of the construction of certain railways, was read the second time.

House resolved itself into Committee.

(In the Committee.)

Sir RICHARD CARTWRIGHT. The Minister of Railways agreed to bring down a statement, showing the total amount now due by the country on account of the several subsidies granted to the various railways. Has the hon. gentleman that statement?

Sir HECTOR LANGEVIN. I have not the statement here; but I can say, in round figures, that the total amount of subsidies granted from 1882 amounted to a little over \$6,000,000.

Mr. BLAKE. Does that include those of the present Session?

Sir HECTOR LANGEVIN. No.

Mr. BLAKE. It does not include such grants as that to the Chignecto Marine Railway or the subsidies of the present Session. Do I understand the hon. gentleman to say that, after what has been paid, \$6,000,000 will cover the several grants remaining, exclusive of those for the present Session and the Chignecto Railway?

Sir HECTOR LANGEVIN. No. The total amount granted by Parliament for those subsidies has been a little over \$6,000,000. Of that, we have paid, so far as I can recollect, about \$3,000,000. There are now companies going on with work which, if completed, will cause about \$1,400,000 to be paid. That will make about four and a-half millions. About \$1,600,000 remaining will lapse. That covers the subsidies, but not the amount voted for the Chignecto Marine Railway and the subsidies of this year.

Mr. BLAKE. Does that cover the Short Line subsidy?

Sir HECTOR LANGEVIN. No. A full statement will be submitted.

On section 1,

Mr. BLAKE. I have a single observation to make with respect to this clause, which really comprises the Bill. It will be in the recollection of the House that the time before the last on which an application was made to the Government by the Canadian Pacific Railway Company for an alteration and further accommodation in respect to their contract and arrangement, they proposed, as a concession for granting that further aid, that they would arrange for the completion of the western road through the western portion of Ontario giving that competition and those facilities required by a large portion of the Province. I wish to know whether a step is now being taken towards the accomplishment of that object, not in the accomplishment but towards the accomplishment of it, by one of the grants, namely, that given to a line to run from Ingersoll to Chatham, but which it has been already stated is intended

Mr. FOSTER.

to be continued to Windsor in order to connect with the American system. Has any application been made to the Canadian Pacific Railway by the Government to fulfil their promise made on the occasion to which I refer?

Sir HECTOR LANGEVIN. No; I am not aware of any such application having been made by the Government.

Mr. BLAKE. Is it the understanding that the present organisation is an organisation intended to be worked in the interests of, or by the Canadian Pacific Railway Company, or is it to be an independent line?

Sir HECTOR LANGEVIN. There is no understanding on that point.

Mr. BLAKE. I judge, from the statements made and from current reports, however, that is the case, and that under the name of the Western Pacific Junction, or some name of that kind, this extension is going to be completed and worked as a part of the Canadian Pacific Railway Ontario system. If that be not so, the railway facilities may not be so successfully attained; if it be so, this country is called upon to pay \$3,200 a mile or \$256,000 to accomplish work which at the time to which I refer the Canadian Pacific Railway undertook to accomplish free of expense, if we did what we did do.

Sir HECTOR LANGEVIN. It is not improbable that it will be worked, as the hon. gentleman says, by the Canadian Pacific Railway Company, but we know nothing about it.

Mr. VAIL. Has there been any application for an extension of the time of the grant for connection between Annapolis and Digby, which will expire on the 1st of July? What is the policy of the Government with regard to that?

Sir HECTOR LANGEVIN. I did not expect this question to-day, because it was not included in the Bill. I will, however, most likely be able to give the hon. gentleman an answer later on in the day or to-morrow.

Mr. CHAPLEAU. At the special request of the Minister of Railways, I would like to move an additional clause as the second clause of the Bill. There is a subsidy given to the Lake Temiscamingue and Long Sault Railway. Last year a small subsidy was also given for the building of that railway, and the clause which I have the honor to propose is simply to give power to the persons building the railway to get a charter for its construction by letters patent. The clause is as follows:—

For the purpose of incorporating the persons undertaking the construction of the railway from Long Sault to the foot of Lake Temiscamingue, and of the wharves and landing stages on the line of the said railway mentioned in the next preceding section, the Governor may grant to them, under such corporate name as he shall deem expedient, a charter conferring upon them the franchises, privileges and powers requisite for the said purposes, as the Governor shall deem most useful or appropriate to the said undertaking; and such charter being published in the *Canada Gazette*, with any Order or Orders in Council relating to it, shall have force and effect as if it were an Act of Parliament. This is the power which was granted last year in the case of the Temiscouata road.

Mr. BLAKE. This is, of course, a very small affair, and I could not understand from the papers under what authority these individuals were acting. It seems probable that some relief ought to be given to them, but I cannot but say that I esteem it a most objectionable way of conferring this particular class of corporate powers. We have thought it expedient not to allow corporate powers to be granted to persons for the building of railways under the Joint Stock Letters Patent Act, although, if we did so, we would, of course, prescribe a limit to those powers very precisely in the general Act. But legislation of this description gives the Executive power to confer any corporate powers they please by letters patent—powers of expropriation, perhaps, differing altogether in extent and character from those that we ordinarily grant. It seems