

Court there, as the Chief Justice resides in Quebec, or *vice versa*. Hon. gentlemen who come from Ontario will remember that we had in this Province several Chief Justices presiding over different courts—three or four of them, I think. In Lower Canada at this moment they have two, and by their practice there the business of the court, where the Chief Justice does not reside in the town, is presided over by the Senior Puisne judge, and, in fact, in Montreal where the Chief Justice has not resided in the time of Mr. Meredith, the late Chief Justice or the present Chief Justice, the business is presided over by Mr. Justice Johnston. It entails a large additional amount of labor upon him. He has to discharge the duties of the Chief Justice when the Chief is not present, and therefore I think the increase is fairly due to the gentleman who discharges those duties.

The motion was agreed to, and the Bill was read the second and third times under suspension of the 41st rule.

RAILWAY SUBSIDIES BILL.

THIRD READING.

The House resolved itself into a Committee of the Whole on Bill (158), "An Act to authorize the granting of further subsidies to and making further provision for the construction and efficient operation of the railways therein described."

In the Committee, on the 2nd sub-section of the first clause,

HON. MR. TRUDEL moved that the sub-section be struck out.

HON. SIR ALEX. CAMPBELL—The Bill is a money bill and I think we must take or reject it as a whole. That is the ordinary rule, and a rule on which the House of Commons will insist, as on a previous occasion.

The motion was declared lost on a division.

HON. MR. BELLEROSE moved to amend the 1st clause by adding, as a 3rd sub-section :

"The above second sub-section shall be suspended until after a thorough survey of the road mentioned therein shall have been made and submitted to Parliament."

HON. MR. DEBOUCHERVILLE—It seems to me by this amendment we are to give subsidies for other railways. We have not the right to propose in this House that money shall be granted to railways; such grant must be initiated in the other House.

The amendment was declared lost on a division.

HON. MR. POWER moved, in amendment,—

To strike out the words from "*via*" in the 36th line, to "Salisbury" in the 38th line and insert instead the following: "Salisbury, Fredericton and such points between Fredericton and Montreal as may be determined by Parliament, after surveys sufficient to indicate with certainty the shortest and best practicable route for the said line of railway."

HON. SIR ALEX. CAMPBELL—We have not the power to make any amendment to this Bill.

HON. MR. POWER—I think we have, because we very frequently make amendments in bills that relate to the expenditure of public money as long as the amendment does not affect the sum of money expended, or alter the work that has to be done. The Minister of Justice will see that the amendment does not affect the amount of money to be expended or the work that is to be done.

HON. SIR ALEX. CAMPBELL—The amendment is out of order. It changes the character of the expenditure and limits it, and says how it is to be done; and these are prerogatives of the House of Commons.

HON. MR. POWER—It is simply protecting a certain section of the country, and I think it is straining the rule a good deal to make it apply to that amendment.

The amendment was declared lost on a division.