

great favour by the House, and a very handsome subsidy was cheerfully and unanimously voted for it by members on both sides. This scheme is so well known to the majority of people throughout the country that I need not enlarge upon it. It is one of very great commercial promise, both as a through line and as a local line, and a great many people throughout central and western Ontario, more particularly in the newer settlements of the northern country, are becoming very impatient, and are beginning to feel uneasy, about the subject. Notwithstanding that a handsome subsidy of \$12,000 per mile was granted to this scheme some time ago, we find that nothing has yet been done—the first sod has not yet been turned, therefore a great number of people throughout that region are becoming very uneasy about it, and it is desirable that the Government and the House should take some steps to get the road constructed by making an arrangement with some company, or some person or other. I am not speaking in the interest of any party or railway company; all I wish is that this vexatious delay should be put an end to, and that something may be done as soon as possible. I stated before that this scheme is one of very great promise, not only as a through line, but as a local line; and I should think it would offer great inducements for any railway company to undertake, as there are already important settlements along the proposed line, much larger than most persons have any idea of. The line is upwards of 100 miles in length, and I know of no scheme so well calculated to produce so much benefit, at so small an outlay, as the scheme in question. I trust, therefore, that, if no private company is prepared or willing to enter upon the construction, the Government themselves will at once undertake the work as a Government work.

Sir CHARLES TUPPER. I may say that there is no objection at all to the motion made by the hon. gentleman. The Government will be very glad to bring down any papers connected with this matter at an early day. I may say, however, that negotiations are going forward with a view to secure the construction of the road, and, perhaps, it would be better to have those completed before the papers are laid upon the Table. The House will require no evidence of the importance that the Government attached to the construction of this line, when it is remembered that a proposition was submitted to, and approved by, the House, last Session, to grant a very large subsidy to this line. It will be remembered that we stated at that time to the House our determination to make no arrangement for the construction of this very important line of communication between Gravenhurst and the Canadian Pacific Railway, that would not preserve the entire independence of the line, and prevent its usefulness being interfered with by any local interest, as we wanted that line to remain entirely independent. The delay in securing its construction, I may say, has grown out of the difficulty of carrying out that assurance that was given to the House, and which the Government regarded so binding as to prevent their making any arrangements that would not meet that view of the case. I am in hopes, however, that at an early period we will be prepared to submit to the House proposals that will accomplish the object in view.

Motion agreed to.

PUBLIC BUILDINGS.

Mr. LISTER moved for a return giving the name of each city, town and village, in the Dominion of Canada, in which public buildings, consisting of Post Office or Custom House or both, have been erected since 1st January, 1879; also giving the name of each city and town in the Dominion in which such buildings are in course of erection, together with the cost and estimated cost of each.

Mr. MACKENZIE. I move that the following words be added to the motion:—

With a statement showing the population of each such city, town or village, and also a statement showing the revenues derived from the public offices of each such city, town or village.

I hope the hon. member will have no objection to adding these words.

Mr. LISTER. I have no objection.

Sir HECTOR LANGEVIN. I see no objection to the motion made by the hon. member, nor to the amendment, but I desire that instead of the date being 1st January, 1879, it should be 1st January, 1874. If the hon. gentleman will amend his motion to that effect, I shall not oppose its adoption.

Mr. COOK. I request the mover of the motion to make it also cover buildings in course of construction.

Motion, as amended, agreed to.

UNION JACQUES CARTIER RAILWAY.

Mr. HOUE. Some weeks ago the press announced that a new railway line, small in length, but great in importance as a connecting link, had just been opened at the back of Montreal, between Sault au Récollet and Lachine, the Union Jacques Cartier Railway. The city of Quebec and the country lying between the north shore of the St. Lawrence and Montreal, particularly rejoiced in that fact, because it was to the people there the beginning of an era of through traffic, that is traffic without transshipment, with the west and New England States at all seasons of the year. But a few days later there came other news which spoiled the rejoicing caused by the first announcement: the Canadian Pacific Railway Company had cut off the communication between the Union Jacques Cartier Railway and the North Shore Railway. If I am not mistaken, an appeal was immediately made to the Federal Government, praying them to try to have that difference settled. It is in order to have the nature of that appeal made better known to this House and the public generally, that I move the motion of which I have given notice. As the case is now before the courts, I do not wish to say anything to prejudice it; but I believe I may be allowed to call the serious attention of the Government to the great injury done to many business men and farmers, by the fact that the Canadian Pacific Railway Company have caused traffic to be stopped on the Union Jacques Cartier Railway, by refusing to carry the cars of the North Shore Railway from St. Martin to Sault au Récollet, and *vice versa*. The result of this is that the merchants of Quebec cannot have flour and other produce of the west shipped through to them, nor can exporters of hay, &c., on the north shore of the St. Lawrence, especially between Three Rivers and Montreal, have their cars sent through to New England, their usual market, which causes annoyance, and, in several instances, within my personal knowledge, heavy loss. It seems to me the Government would be fully justified in interfering to induce the Canadian Pacific Railway Company to better respect the public interests, while guarding their own, and to assent to some reasonable compromise. For instance, they might very well carry the cars of the North Shore Railway from St. Martin to Sault au Récollet and back, keeping a record of the number of cars so carried, and wait for the judicial authorities, now seized of the case, to finally decide as to the remuneration claimed for the service. If I am well informed, and I think I am, the other contending party would assent to such an agreement, which would surely be a fair one. The Canadian Pacific Railway Company ought not to object to it. At all events the Government should justly and legitimately protect a large portion of the public by making that great and proud concern, which I suppose they have some means of influ-