

concerned, these roads shall be under the operation of this Bill.

Hon. Mr. POWER—The hon. gentleman from Marshfield has not probably seen the alteration which the hon. gentleman from De Salaberry has made in his amendment. He makes it an optional matter with the provincial government whether the road shall come under the board or not.

Hon. Mr. BEIQUE—With a view to saving time, I have no desire to add anything to what I stated yesterday in support of the general proposition, but I might be allowed to make a few remarks in connection with the addition. Is it seriously contended that through-traffic in this country shall not exist, because if it is contended that through-traffic will be limited only to certain classes of railways, surely it is the destruction of through-traffic. Through-traffic is essentially a matter of commerce and a great matter of commerce, one of the most important branches of commerce, and it seems to me that it is assigned to the Dominion parliament, and because a railway under the jurisdiction of this parliament happens to connect with a provincial railway, is it to be taken for granted that is to be through traffic or any regulation thereof? I address myself especially to the hon. gentleman from Belleville and the hon. gentlemen from Marshfield and Calgary—are they really of opinion that through-traffic should be confined to railways under the authority of this parliament? If I understand properly the views expressed by the hon. gentleman from Calgary, he is of opinion that a much more sweeping law than that should be enacted and to adopt the principle embodied in clauses five, six and seven which go far beyond that. These clauses are putting under the exclusive jurisdiction of this parliament all railways in the country, because if you declare, as is declared in those sections, that any railway crossing a railway under the jurisdiction of this parliament is a work for the general advantage of Canada, then you declare, ipso facto, that all railways of the country really fall under the jurisdiction of the parliament, and you declare those railways works for the general advantage of Canada. Now, I call the special attention of the hon. gentleman to

a very important point. The principle involved in this is not merely a question of railways, it is a much larger question. It is a question of divesting the provincial legislatures of their autonomy and of their powers, and thereby interfering most seriously with municipal control. We are proud of our municipal institutions in this country. Municipal institutions are our own home rule, and if we take from the local provinces their jurisdiction over all railways of their own creation, we ipso facto remove them from all municipal control, because the municipal authority possesses only powers delegated to them by the local legislatures. They do not possess any powers derived from this parliament. They derive their powers exclusively from the legislature of the province. And what will be the consequence? That municipal affairs in very important matters will be, in effect, controlled, not by the municipal electors, not by municipal councils and not by the local representatives in the local councils, but by members of parliament; that is, municipal affairs of the city of Toronto will be controlled by men like myself, who do not know the first thing of the requirements and wants and local conditions of the city of Toronto, and what I say of the city of Toronto can be said of all cities throughout the Dominion. We should be jealous of our municipal institutions, and I say without hesitation that it is making away, in a great measure, with those institutions if we go to the extent of adopting the principle embodied in the clauses as they are drafted, and I hope that on serious consideration we shall be unanimous in giving this parliament as extensive powers as can reasonably be given, but preserve as far as possible our municipal institutions and the powers of the local legislature. I repeat it, as far as through-traffic is concerned, it is essentially a commercial matter of very large importance, and it cannot be confined to half a dozen different bodies. You have to leave it either to one body or to another, or destroy ipso facto through-traffic. The through-traffic means what? It means a traffic extending over a large extent of country, extending, as of necessity in most cases, over several railways, and what difference does it make whether those railways are under the jurisdiction of