

and speaks for itself. Now, if we are wrong about that, why is there this opposition to the amendment which merely declares that they shall not have power to issue bonds for more than \$25,000? Why not grant it, if you are sure the Bill is sufficient? It very often happens that in legislation more is included in the Bill than is wanted, and why? In order to be quite sure. Then why not make it sure to-day? I suppose it is because of the indebtedness of that company to some banks which have loaned too much; the bank is to be paid out of the \$45,000. The House is asked to say that our legislation in the past is unjust, because I recollect well that when a Bill was presented asking for power to issue bonds to the extent of over \$25,000 a mile, the request was refused, and we amended those Bills; now we are asked to favour this company and grant them special privileges. I say all this in order that it may appear in our *Debates*, so that the public at large may see what we are doing. We should always pursue such a course that we need not be ashamed of what we do or leave ourselves open to a charge of inconsistency. What reasonable objection can there be to the amendment? We merely propose to add two or three words to say that the \$25,000 which is mentioned here will be for all purposes—that it will set aside the power under the Quebec Act to issue \$20,000 per mile. If that is already provided what harm can result from making it sure? We wish to give this company no more power than we give to others; that is all we ask, and I hope the Senate will accept the amendment. There is another argument which will appeal to men of independent minds; it is stated—and it is easily proved, because it is a public matter—that this Act of incorporation was presented to the Quebec Legislature a few years ago. The company was incorporated under a local Act for the construction of a road between two points in the province of Quebec. Not having succeeded in Quebec they come here for legislation, claiming that the road is for the benefit of Canada, in order to make it a Federal Act. Now, this alone ought to put the House on its guard.

Hon. Mr. POWER—The road connects with the Intercolonial Railway. That makes it a road for the general benefit of Canada.

Hon. Mr. BELLEROSE—The hon. gentleman says it goes as far as the Intercolonial

Railway. Will he tell me that a local line connecting with a federal road is thereby removed from local legislation? I am sure, as a lawyer, he will not say that. If not, why does he interrupt me to say such things? Are we prepared in this House to say that we will impose upon the province of Quebec the building of a road under such circumstances as I have just stated? For my part, if this was an Ontario or a Nova Scotia case, I should decline to support it, because the Local Legislature having refused legislation, there must be some good reasons why it should not be granted, as we are not aware what reasons there were for refusing legislation at Quebec, we should not sanction it. Then there has been plenty of work done for some days past; a great many parties from outside have been here canvassing members in this House as in the other House. To-night at the meeting of the Committee, it was, I will not say a farce, but we could scarcely hear one another. Why was there so much talking? Why were these outsiders there?

Hon. Mr. BOWELL—I call the hon. gentleman to order: it is a well-known rule in all Parliaments that no member has a right to refer to the proceedings of a committee in the House.

Hon. Mr. BELLEROSE—I know I am out of order: but I believe I have given sufficient reasons to show to the majority of this House that this Bill ought not to pass in its present shape. I hope the Senate will grant the amendment, in order to make it sure that the company cannot issue more than \$25,000 of debentures per mile.

Hon. Mr. MACINNES (Burlington)—There is nothing in the Bill itself that anybody could possibly object to. The only objections raised to the Bill are as to the bonding powers. It is contended, on the one hand, that under this Bill bonds to the extent of \$45,000 a mile can be issued—\$20,000 under the Quebec Act and \$25,000 under this Bill. The promoters themselves have assured the Committee that they have no intention to issue more than \$25,000 per mile—that none of the bonds have yet been issued. The chairman of the Committee, who is a man of very great experience, besides an eminent lawyer, has given us a very clear opinion on the subject. I must admit that I had a good