

be completed to Montreal as soon as the main line is completed on the said Quebec section.

The object is to secure communication with the city of Montreal while the main line is being built and to make that construction obligatory upon the company, and not leave it optional as in section 12 as adopted in Committee of the Whole.

Mr. McCARTHY. This section was considered in Committee of the Whole and disposed of by the committee not adopting the suggestion of the hon. gentleman (Mr. Monk), but I would like to point out what seems to be an inconsistency in the matter, namely, that this branch line has to be begun and completed simultaneously with the Quebec line which is not to be operated by the Grand Trunk Pacific Railway Company until it is completed, so that you could not have the Montreal branch line begun at the time the company commenced the operation of the Quebec line, because it would be already completed. I do not think the hon. gentleman's motion is consistent. I would submit to the House, with all respect to the hon. gentleman, that it is not right to pick out one of these branch lines and make a motion of this kind when we have a number of similar branch lines provided for in the Bill. It is to be presumed that the powers of the company will be exercised consistently with the operation of the road on business principles under a business management, and I have not heard of a similar clause being inserted in the charter of any company which has hitherto asked for incorporation.

THE MINISTER OF MARINE AND FISHERIES (Hon. Raymond Préfontaine). Mr. Speaker, as a representative of Montreal, I have no hesitation in saying that I propose to take a firm stand upon this question, and a stand against the amendment of the hon. gentleman from Jacques Cartier (Mr. Monk). As has been stated by the hon. gentleman who promotes the Bill (Mr. McCarthy), it is not right for us in the district of Montreal to insist upon some things, which, if they were granted, would certainly have the effect of inducing other districts to ask for the same things. You would have probably ten or twelve amendments of a similar nature with reference to branch lines to various points, and if adopted then, might have the effect of rendering the whole scheme impracticable. The business men of Montreal do not at all fear that this railway will not connect with their city. I have had communication with these gentlemen recently, and those whom I have met consider the Bill to be perfectly satisfactory. In view of the facts as they exist, there is no danger at all that Montreal will be neglected. You have the Montreal and Western Railway, for instance, which is built as far as Labelle at the present time, and which will be completed for 24 miles further on the 1st of October. Sub-

sidies have been asked for another 35 miles so as to carry that railway as far as La Lievre. It is rather uncertain, of course, at what point the Montreal and Western can reach the new line, but from all the information I can gather and from the knowledge of the country which I have, there would not be more than 50 miles to build from La Lievre to connect with the government line operated by the Grand Trunk Pacific Railway, as proposed. There will of course be no danger whatever that Montreal will not have connection with the new railway. But even suppose that the Canadian Pacific Railway would not feel it in their interest to extend their railway so as to tap the new line, there is no doubt whatever that the Grand Trunk Pacific Railway would see its way perfectly clear, in its own interest, to connect with Montreal, and perhaps by a better route than that now existing via the Montreal and Western. Therefore, the Montreal district will have the benefit it is entitled to from this vast territory which is being opened up. As a representative of the city of Montreal, I have no hesitation in taking this stand on this question, and I am sure in advance that the business men of Montreal will support my view.

Amendment (Mr. Monk) negatived on division.

Mr. E. HACKETT (West Prince, P.E.I.) I beg to move the following amendment, of which I have given notice:—

That Bill No. 64 to incorporate the Grand Trunk Pacific Railway Company be referred back to the Committee of the Whole, with instructions that they have power to amend the same by inserting the following:—'The company may acquire and operate the railway from Sackville, on the line of the Intercolonial Railway, to Cape Tormentine, in New Brunswick; and in the event of acquiring said railway, shall construct a pier at Carlton Point, in Prince Edward Island, place suitable steamships on the route, and maintain efficient communication, summer and winter, between Prince Edward Island and the mainland.'

I move this amendment for the purpose of endeavouring to obtain a measure of justice for the people of Prince Edward Island, who have laboured so long and so patiently and so uncomplainingly under the difficulties they have suffered for the last thirty years. Thirty years ago Prince Edward Island entered the union and it was guaranteed by the government of Canada that there would be established and maintained efficient steam communication for the conveyance of mails and passengers, summer and winter, between Prince Edward Island and the mainland. Little or nothing has been done by the government of Canada in that regard, and I believe that the present is a very opportune time for a movement to be made towards a partial fulfilment at least of the terms of union. I think it opportune,