

say that I stated in the House, in reply to the hon. the member for Terrebonne (Mr. Masson), that the policy of the Government with relation to building the railway up the Ottawa Valley was in no way changed, and that we considered that the subsidizing of the Canada Central or some other road running in the same direction was essential to the scheme. The misfortunes attending the contractor who had the contract for the Georgian Bay Branch, and the subsequent examination of the country with a view to making better arrangements, if we could, have occupied the time, so that we have not been able to present to Parliament at this Session the details as to the manner in which the connection should be made, but the scheme or plan originally proposed is still the scheme of the Government. I stated on a former occasion that the Government would be prepared to recommend to Parliament the importance of affording a junction at Portage du Fort wherever it is proposed for the Quebec system to cross the river. It is needless to say that many representations have been made about the superior capabilities of the Pembroke route and the Pembroke Railway constructed from that town. The Government are bound to consider what advantages that may have, and, while they were very anxious to consider this subject, they have not at present been able to make such progress which would justify the Government in bringing down any further proposition to Parliament at this Session, but they hope to be in a position to do so next Session. I cannot say anything more definitely to the hon. gentleman, but I believed what I said on a former occasion to the hon. member for Terrebonne would be quite satisfactory. The statement I now make is, perhaps, a little more full and explicit than the former one.

MARITIME CONTRACTS ACT.

QUESTION.

Mr. KILLAM said he would like to enquire of the hon. the Minister of Marine and Fisheries if the Government had any definite information with

regard to the Bill before the Imperial Parliament last Session, which was, he believed, being also considered during the present Session, relating to Insurance and entitled Maritime Contracts Act. He understood that it was the intention of the Imperial Parliament to make this Bill applicable to the whole of Her Majesty's Dominions. The Bill, as it appeared before the Imperial Parliament last year was radically bad in principle. But he did not object to it so much on this ground as on the principle that the Imperial Parliament had no right to interfere with private contracts in this country. The Bill was much more objectionable than the one introduced in this House last Session. Englishmen could legislate for themselves in any way they chose, but it was entirely too much to expect the people of Canada to accept legislation from the English Parliament in those matters which were under control of our own Parliament. He hoped representations would be made by the Government to the Imperial authorities to the effect that this Bill, supposed to be in the interest of Englishmen, would not be applied to Canada.

Mr. SMITH (Westmoreland) said the Government had made a remonstrance in the sense indicated by the hon. gentleman. The Bill was now pending before the Imperial Parliament, and the Government had sent a despatch protesting against any interference with the rights of Canada in this respect.

THE SEAT FOR GLOUCESTER.

REPORT OF COMMITTEE ON PRIVILEGES AND ELECTIONS.

Mr. IRVING presented the first and second reports of the Select Committee on Privileges and Elections.

The Sergeant-at-Arms announced that a Messenger from His Excellency was in attendance.

Sir JOHN A. MACDONALD: This is too bad. I object to the door being opened until the report is read. It is very important, and it should be read.

Mr. SPEAKER: The door must be opened. Admit the Messenger.