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Eastern Branch House
International Harvester Company of America
(Incorporated)
AT
Hamilton, Ont. St. John, N. B.
Montreal, Que. Ottawa, Ont.
London, Ont. Quebec, Que.

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Tablet has a
it's own"
ys
e more

and the money expended for drain-
simply appreciates their value because
paid by the owners of the land and
ot practically chargeable to the prov-

is argued by gentlemen on the other
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for them, but, these hon. gentlemen
t remember that the government of
ada does not sell land and will not sell
l. The hon. gentelman from Brandon
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g done he will no doubt tell us that
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e of eighty cents per head to the prov-
, so that from the dominion standpoint
are receiving nothing and from the
adpoint of the province, we are taking
from the province which can be made
very great value to it.

e They Hard Up.

may be asked why the province of
nitoba accepted such an unreasonable
gain. Well, the only reason I can
is that the province is a little hard
at the present time for ready cash.
he minister of the interior would tell
he real facts he would have to admit
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me are not as great as he anticipated
that in consequence the province of
nitoba is in an unenviable position fin-
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a is so financially hard up that the
servatives are willing to sacrifice the
nense potential value of these lands in
er to get some ready cash in hand to
their liabilities and to get themselves
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other reason that I can see for it.
s fair to assume that if other and bet-
methods were adopted in selling these
s they would bring in more than $5.17
acre, and, therefore, from the stand-
t of Manitoba the province is getting
00,000 cash and is giving away a herit-
which will be of enormous value in
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he provincial accounts of Manitoba
w that last year the province received
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g to the dominion lands which will
d them that sum each year in return
a lump sum of $2,178,000. I think my
servative friends from Manitoba will
e to admit that that is not a good
ness proposition.
or these reasons the bill is ill-advised
ought not to be passed. I think that
government are not treating the rest
Canada fairly in not giving the rest
the provinces that tow hich they are
led. It is true they are putting them
with a promise and saying: When we
back all lands to the three prairie
inces we will take into consideration
rest of the maritime provinces—but
ay be a long time before they give
lands back to the prairie provinces.
all know our hon. friends opposite and
can conceive of a condition of affairs
he three provinces when they might
willing to give them back their lands,
we know a condition of affairs when
will not be willing to give them back
r lands, and I make the prophecy
that if the political conditions in the
ee provinces remain as they are to-
it will be many years before those
inces get back their lands, and if
be true it will be many years before
maritime provinces get any change in
r financial arrangements or receive
ice to which they are entitled under
arrangement.
herefore it would be well for the gov-
ment to consider even at this late date,
unfair treatment accorded to the rest
Canada, to revise the conditions, to
nge the bill or hold it over until an
angement can be made with all the
inces, thus arriving at something
h will be fairly definite, and above all
gs, based on some principle. When
have arrived at a conclusion based on
principle then you will have that
ndid condition which my hon. friend
n Brandon (Mr. Aikens) so desires,
n we shall have peace and harmony
ween all the provinces of Canada.

Then cooking cabbage, ham, onions or
thing which has a strong odor, put a
ll pan of vinegar on the stove and
e will be no scent of cooking in the

WANTED

WANTED — A middle-aged woman, capable and willing to do general housework, can secure good wages and a comfortable home by writing Mrs. J. E. Angevine, Hampton, N. B. 2513-3-20

WANTED—A second class female teacher for District No. 12, to begin school April 1. District rated poor. Apply, stating salary, to W. M. McVicar, Secretary, Coal Mines, Queens Co., N. B. 2514-4-3

WANTED—A second class male or female teacher, for Birch Ridge School District, No. 8, Parish of Gordon, to commence 1st of April. Apply, stating salary, to R. M. Gillespie, Birch Ridge. 2440-4-3

WANTED—May 1st, a competent woman to do the work in a country home. No milking. Wages $20 a month. Apply to Miss E. R. Scovil, Gagetown, N. B. 2271-3-20

WANTED—A competent maid to act as nurse and assist with light house work. Apply to Mrs. Manning Doherty, 38 Coburg street. 12-3-6-t.

WANTED—Second or third-class teacher for school district No. 15, Parish of St. George; district rates poor. Apply, stating lowest salary, to Tobias G. Spenney, Secretary to Trustees. 2246-3-27

WANTED—A second or third class teacher for District No. 5, Parish of Lepreaux, for school to begin April 1. Apply, stating salary, to Hugh Kilcup, Secretary, New River Mills, Charlotte Co., N. B. 2132-3-16

WANTED—A first or second class female teacher for Mascarene district, No. 12, St. George parish, Charlotte county, to commence not later than first of April. Apply, stating terms to Capt. Pete Cameron, secretary to trustees, Mascarene, Charlotte county, N. B. 2088-3-16sw.

WANTED—For balance of term, second or third class female teacher for school district No. 7, parish of Springfield. Apply, stating salary, to R. G. Price, secretary to trustees, Midland, Kings Co. 2089-3-16.

WANTED—A second class female teacher for District No. 11, to begin school April 1. Apply stating salary to R. Hosford, secretary, Barnesville, Kings county, N. B. 1877-3-20

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RELIABLE representative wanted, to meet the tremendous demand for fruit trees throughout New Brunswick at present. We wish to secure three or four good men to represent us as local and general agents. The special interest taken in the fruit-growing business in New Brunswick offers exceptional opportunities for men of enterprise. We offer a permanent position and liberal pay to the right men. Stone & Wellington, Toronto, Ont. sw

SALESMAN WANTED

SALESMEN wanted for Nursery Stock, Seed Potatoes and Automatic Sprayers. Either or all. Cavers Bros., Galt, Ont. 23-5-29-sw

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S. KERR, Principal

BIRTHS

PUGSLEY—On March 10, at 763 Sherbrooke street west, Montreal, to Mr. and Mrs. William G. Pugsley, a son.

CONNOR—To Mr. and Mrs. W. A. Connor, 191 Princess street, a daughter, March 13. (New York, Boston and Vancouver papers please copy.)

DEATHS

FOOHEY—In this city, on the 10th inst., David Foohey, in the 70th year of his age, leaving a wife and four sons. (Boston and New York papers please copy).

CAMPBELL—Suddenly in this city, on the 9th inst., of pneumonia, C. Robert Campbell, in the 45th year of his age, leaving a wife, three sons and one daughter to mourn.

BARNES—At McDonald's Point, Queens county, on the 10 inst., Mozart Barnes, aged seventeen years, leaving his mother, three sisters and one brother to mourn.

BARRETT—At Croucheville, on the 10th inst., Mary Agnes, beloved wife of James Barrett, leaving her husband, five sons and three daughters to mourn. (Boston and Fall River papers please copy.)

SCOTT—On the 12th inst., at the residence of his sister, Mrs. James Peacock, Sandy Point Road, William Scott, aged 36, leaving two brothers and one sister.

Brown bread, cut into thin slices and spread with strawberry jam or peach marmalade and covered with a layer of cream cheese, makes novel and delicious luncheon sandwiches.

MARINE JOURNAL

PORT OF ST. JOHN.

Arrived.

Monday, March 11.

Stmr Sokoto, 1969, Pierce, Mexico via Halifax, Wm Thomson & Co.

Stmr Manchester Trader, 2136, Cabot, Manchester direct, Wm Thomson & Co.

Stmr Cromarty, 1756, Robinson, West Indies, Wm Thomson & Co.

Stmr Waimate, 3629, Ryley, Shields, J T Knight & Co.

Coastwise—Stmr Grand Manan, 180, Ingersoll, Wilson's Beach.

Tuesday, March 12.

Stmr Virginian, 6444, Gamble, Liverpool via Halifax.

Schr John G Walters, 209, Cameron, St Andrews (NB), C M Kerrison.

Coastwise—Stmrs Duby L, 49, Baker, Margaretville; Granville, 49, Collins, Annapolis and cld; Bear River, 70, Woodworth, Bear River.

Wednesday, March 13.

Stmr Saturnia, 5,494, Taylor, from Glasgow, Donaldson Line.

Cleared.

Monday, March 11.

Stmr Anapa, 2296, Meyrick, London via Halifax, Wm Thomson & Co.

Tuesday, March 12.

Stmr Montezuma, 5358, London and Antwerp, C P R.

Stmr Sokoto, 1969, Pierce, Nassau, Havana, and Mexican ports, Wm Thomson & Co.

Stmr Blackheath, 2978, Scott, Louisburg, Dominion Coal Co.

Schr Helen Montague, 344, Cook, City Island f.o., R C Elkin Ltd.

Coastwise—Stmrs Bear River, 70, Woodworth, Digby; Grand Manan, 190, Ingersoll, Wilson's Beach.

Wednesday, March 13.

Stmr Cromarty, 1,756, Robinson, for West Indies via Halifax, Wm Thomson & Co.

Sailed.

Tuesday, March 12.

Stmr Anapa, 2775, Meryick, London via Halifax.

Wednesday, March 13.

Stmr Montezuma, 5,358, Griffiths, for London and Antwerp.

Stmr Sokoto, 1,969, Pierce, for Nassau, Havana and Mexican ports.

CANADIAN PORTS.

Halifax, NS, March 11—Sld, Stmr Virginian for Portland (Me).

Victoria, BC, March 7—Ard, stmr Anerley, Guaymas.

Steamed 7th, stmr Empress of India, Japan and China.

Victoria, B C, March 6—Ard stmrs Ikalis, from Bridgeton (N J), etc, via Salina Cruz, etc; Robert Dollar, from San Francisco.

Yarmouth, N S, March 8—Cld bark Anda (Nor), for Buenos Ayres.

Liverpool, N S, March 7—Ard stmr Mabel McElwain, from Glasgow.

BRITISH PORTS.

Dublin, March 8—Ard, stmr Bengore Head, Kane, St John (N B).

Liverpool, March 8—Ard, stmr Manchester Corporation, Foale, Philadelphia for Manchester.

Seamed, stmr Empress of Ireland, Forster, Halifax and St John (N B).

Fishguard, March 12—Ard, stmr Campania, New York.

Liverpool, March 11—Ard, stmr Tunisian, St John.

Brow Head, March 10—Signalled by wireless, stmr Tunisian, Fairfull, St John and Halifax for Liverpool.

Lizard, March 10—Passed, stmr Shenandoah, Trinnick, St John and Halifax for London.

Glasgow, March 9—Steamed stmr Athenia, McNeill, for St John.

London, March 9—Ard stmr Shenandoah, Trinnik, from St John.

Manchester, March 9—Steamed stmr Manchester Shipper, Perry, for Philedlphia.

Port Talbot, March 9—Steamed stmr Bray Head, Bull, for St John's (Nfld); (St John, N B?)

Liverpool, March 13—Ard stmr Campania, from New York.

Avonmouth, March 13—Sld stmr Royal Edward, for Halifax (N S.)

FOREIGN PORTS.

New York, March 11—Ard, Stmr St Louis, Southampton.

New York, March 11—Sld, schr Elma, St John.

Vineyard Haven, Mass, March 11—Sld, schrs Margaret May Riley, St John (N B); Laura C Hall, do; Harold B Cousens, do; Genevieve, do; Myrtle Leaf, Halifax (N S); McClure, Digby (N S); Rebecca M Walls, Calais (Me); Maggie Todd, do; John J Perry, Camden (Me).

Hyannis, March 11—Sld, schr Roger Drury, Calais (Me).

Boston March 8—Cld, schr Leulla, St John; sld, schr Collector, Lunenburg.

Baltimore, March 8—Cld, schrs Seguin, St Andrews (N B); Thomas W H White, do.

Gulfport, Miss, March 7—Sld, schr Margaret G, Havana.

Mobile, Ala, March 8—Sld, schr E M Roberts, Cuba.

Pascagoula, Miss, March 8—Ard, schr W S M Bentley, Nassau; cld, schr Willena Gertrude, Smith, Samana.

Philadelphia, March 8—Cld, stmr Manchester Exchange, Manchester.

Perth Amboy, NJ, March 7—Cld, schr Eva C, Lunenburg.

Port Reading, NJ, March 8—Ard, schr Fannie & Fay, Tyler, New York.

New London, Ct, March 10—Anchored, schr Rebecca J Moulton, South Amboy.

Vineyard Haven, March 12—Ard, schr Edward Stewart, St John.

Boston, March 12—Ard, schrs Childe Harold, South Amboy; Rebecca J Moulton, South Amboy; John R Fell, Jersey City; M Hayward, Port Reading.

Norfolk, Va, March 10—Ard, stmr Manchester Inventor, Everett, Manchester via St John.

Deleware Breakwater, March 10—Passed out, stmr Manchester Exchange, Phildelphia for Monchester.

Vineyard Haven, March 10—Passed, schr Eva C, Perth Amboy for Lunenburg (NS).

Brunswick, Ga, March 11—Ard schr Earl of Aberdeen, Publicover, from Antilla.

Boothbay Harbor, Me, March 11—Ard and sld, schr Roger Drury, from New York for Calais.

Hyannis, Mass, March 11—Ard schr Jessie Lena, from South Amboy for Rockland.

Mobile, Ala, March 11—Sld schr Earl Grey, from Petit Goave.

Portsmouth, N H, March 10—Ard schr Emma Lucett, from Liverpool (N S.)

Roterdam, March 9—Steamed stmr Willehad (Ger), Hagenmayer, from Breman and Hamburg for St John.

New York, March 13—Sld schr Alcaea, for Lunenburg (N S.)

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HON. WM. PUGSLEY PLEADS FOR A SQUARE DEAL

Demands From the Government Justice For the Province of New Brunswick

Calls Attention to the Rapidly Decreasing Representation from Maritime Provinces and Declares People Are Unwilling to Stand for It—Other Provinces Must Be Consulted Before Manitoba's Request is Granted.

(Continued From Last Saturday).

Following is the remainder of Hon. Dr. Pugsley's speech in the house of commons in connection with the extension of the Manitoba boundary:

Of course when you are dealing with the question of allowance in lieu of lands then the argument is different, and you have the right to contrast the position of Manitoba with the position of Saskatchewan and Alberta. But, when you are dealing simply with the debt account which has nothing to do with the public lands it is not right to simply pick out two provinces and compare their position with that of Manitoba. We have a right to look to the position of all the provinces of Canada, and to consider as to whether upon the whole, looking at the way in which all the provinces of Canada have been treated with regard to this debt account, Manitoba has been fairly and properly treated.

I argued the other day that in dealing with this question we ought also to deal with the claims of the older provinces not only with reference to financial matters but also with reference to the question of representation. My right hon. friend the prime minister (Mr. Borden) seemed impressed to a certain extent, I do not know how far, with the reasonableness of that contention, but he said: We will deal with that by and bye. Although we are giving to Manitoba this large amount of money in lieu of public lands, and taking back from her the swamp lands, yet in the sweet by and bye we are going to propose to parliament a measure which will enable us to hand over to those three provinces all their lands and timber and minerals and other natural resources, and he says that will be the time to deal out justice to the maritime provinces! As a representative of one of the maritime provinces, I declare that in my opinion now is the time to deal out justice to the maritime provinces, because this government is asking parliament to make great constitutional changes with regard to several of the provinces.

We are asked to extend the boundaries of the province of Manitoba beyond what those boundaries were when she became a member of the confederacy. The government are asking parliament to alter the terms of the Union so far as Manitoba is concerned, and therefore to alter the constitution in relation to that province. In regard to Ontario, they are asking parliament to alter the constitution because when Ontario came into the confederacy under the terms of the British North America Act it was a province with a limited area. My right hon. friend and his colleagues are asking parliament to alter the constitution of Ontario in reference to its boundaries, and to add something like 200,000 square miles to the area of that province. He is also asking parliament to do what he knows in law will be the effect to hand over to the province about 200,000 square miles of land which today is the property of the whole people of Canada. He is asking us to do the same thing in respect to the province of Quebec. If ever there was a time when the voice of the smaller provinces should be heard, when the voice of the people of New Brunswick, Nova Scotia and Prince Edward Island, which went into the union upon certain terms, should be heard, that time is now. The people of these provinces have a right to claim that their representation should be attended to.

Loss in Representation.

My right hon. friend knows as well as I do the intense feeling of dissatisfaction which exists among the people of the lower provinces at the loss of representation. As a result of the census which has just taken place, New Brunswick will lose two more representatives, Nova Scotia will lose two more, and the province of Prince Edward Island, which refused to come into the confederacy unless it had a representation of six members, will find its representation, as a result of the last census, reduced to three. As each decennial census takes place, with the wonderful development of the province of Quebec, with the growth of its great cities, particularly of Montreal, with the establishment and growth of scores of manufacturing towns throughout that province which are rapidly progressing, the maritime provinces, notwithstanding that we may get some increased prosperity, and we are all looking forward hopefully to it, must fall behind in representation. The fathers of confederation, seeing that that might possibly take place, put in the act, sub-section 4 of section 51, a clause which they thought would be a safeguard against any decrease in representation and they provided that unless the population of a province relatively to the other provinces of Canada (and the act speaks of the four provinces) falls below one-twentieth, there shall be no loss of representation notwithstanding that Quebec may have increased more rapidly than any one of the original provinces of the confederacy.

Owing to the rapid development of the northwest and to the bringing in of portions of those territories, and their creation into provinces, with a rapid increase in population, the benefit of that safeguard has been swept away from us. Therefore all we can look forward to in the future is that there shall go on, as each decennial census takes place, a decrease in the representation of these provinces in the house of commons.

Should Go Carefully.

Now I submit, Mr. Speaker, and submit it with all deference to my right hon. friend, that if he has in mind the making of some change in the British North America Act which will prevent this loss of reputation, there never was a time when it could so well be done as now, and there never will be a time when it should so well be done as now. Let me beg of him that instead of passing this measure into law, instead of dealing with the boundaries of Ontario and Quebec at this time, to allow this bill to stand over, to call a conference of the premiers of the different provinces, and submit to them these important questions. Let him submit to that conference the question of the financial claims of the different provinces, and the question of representation, let him get the family of provinces composing this great nation together, let them talk these matters over with a view to arriving at some basis which will give satisfaction to the whole of the people of Canada which will make our people united, which will establish for ever peace and harmony among the different provinces and among the people composing those provinces. If my right hon. friend does that I think he will have taken a step which will redound to his credit, and which will indefinitely redound to the advantage of all the people of Canada.

Another Great Objection.

There is another very great objection to this bill: It can only be considered by this parliament in connection with the order in council which was passed by the government not long ago and which was recently read in this house by my right hon. friend (Mr. Borden.) Hon. gentlemen will find that order in council in Hansard beginning at page 3972. It provides that the province of Ontario shall be given a strip of land about 240 miles in length and about five miles in width from the western boundary of Ontario through the province of Manitoba to the mouth of the Nelson river, and then extending for ten miles up the east side of the Nelson river, or upon the Nelson river and I am sure that my right hon. friend (Mr. Borden) will agree with that view, that if we adopt this bill we also agree to the terms of the order in council which was brought down by the right hon. gentleman as giving the settlement which has taken place between the governments of Ontario and Manitoba and this government, in respect to boundaries. It seems to me that that provision has many objections. To begin with it is projecting the ownership of one province into the territory of another.

It is not merely giving a right of way for a railway, because the right of way for a railway need not be over 200 feet wide, but, for some reason or other which has not been explained to the house, it is giving Ontario a strip of land in the territory of Manitoba five miles wide and about 240 miles in length. Because if hon. gentlemen will look at the map, they will see that that land extends for about 240 miles from what will be the western boundary of Ontario to the mouth of the Nelson river. It comprises about 768,000 acres of land which is not the property of Manitoba—it is proposed to pay in lieu of it—but the property of the Dominion of Canada. What warrant is there for my right hon. friend (Mr. Borden) to give away 768,000 acres of the land of the people of Canada to one province without compensation to the dominion treasury, and without consulting the other provinces? And bear in mind, Mr. Speaker, this land is not to be selected by the minister of the interior of this government, it is to be selected by the government of Ontario which can put its surveyors and engineers in there, and let them examine as to the mineral deposits; and we know that Providence has been marvellously generous, so far as minerals are concerned, in our great northern land. Furthermore, the province of Ontario has five years within which to select that land. And, Sir, although it is put forth in the recital of the orders in council that this is in some way for the purpose of encouraging the extension of the Ontario government railway to Hudson bay, the only condition attached to the grant is that the province is to make a selection within five years. The moment it does so, that land becomes the property of Ontario for all time to come and the province need never build one mile of railway.

Now I ask my right hon. friend (Mr. Borden) how he can justify that? Surely, if the government of Ontario want to build a railway to Hudson bay, and it has the power to do so, the government ought to have stipulated that the province must begin the construction within five years, or ten years, or 100 years if it is thought 100 years would be reasonable, and I am not sure but what it would be. I am not sure that it will not be 100 years before the government of Ontario ever thinks seriously of building a railway from Cochrane—named after my hon. friend (Mr. Cochrane) and well named after him, too, because it is a good, thrifty town. In view of the Hudson bay railway being built, in view of connections being made between the city of Winnipeg and Hudson Bay railway, I do not think that for a great many years to come the province of Ontario will find very pressing need of extending its own railway in that direction. And Sir James Whitney has been shrewd enough to stipulate that the grant shall be made to the province absolutely free of any condition whatever, and all that Ontario will have to do will be simply to select its land somewhere within 20 miles of the shores of Hudson bay, elect its 768,000 acres, and its ten miles along the eastern shore of the Nelson river, and then that land will become the absolute property of the province without its building a single mile of railway.

This is the condition of sale set out in the order in council to be found on page 3974 of Hansard:

"A period of five years to be allowed to the government of Ontario within which to select and designate the said lands intended to be transferred as aforesaid, and to notify the location thereof to your royal highness' government, and that this order shall cease to be effective if such location be not made and duly notified within the said period."

That, as I have said, is the sole condition which is attached to the grant to the province of Quebec. Now, Sir, I do not wonder that Sir James Whitney, in his desire to soothe the ruffled feelings of the people of Ontario—I would not like to say in his desire to humbug them, because I would not want to use offensive language—has stipulated that the government would not be obliged to build the railway, because no man can know better than the Ontario premier that the government of that province has no power under the British North America Act to build a mile of railway outside the territory of Ontario.

Sir Wilfrid Laurier.—Hear, hear.

Mr. Pugsley.—That is absolutely provided for by the terms of the British North America Act. In subsection 10 of section 92, of that Act, are set out the works which are assigned to the provinces:

"Local works and undertakings other than such as are of the following classes—

"Lines of steam or other ships, railways, canals, telegraphs and other works and undertakings, connecting the province with any other or others of the provinces, or extending beyond the limits of the provinces."

Any railway which extends beyond the limits of the province, is within the exclusive jurisdiction of the dominion parliament. But, then it may be said: This parliament can authorize the government of Ontario to build its railway in the territory of another province. I doubt that, Mr. Speaker. I do not think there can be any ground for that contention, because while I think parliament might authorize a company to build a railway there, and undoubtedly it could, yet the government of Ontario cannot construct a railway without public money; and I think it goes without saying, that this parliament could not empower the province of Ontario to expend the public moneys of that province in the construction of a railway which the legislature of Ontario itself could not authorize.

It would be a most anomalous proposition that this parliament should authorize the government to pay provincial money for the construction of a public work which the legislature of the province itself could not authorize. I take it that there can be no doubt whatever that the government of Ontario would have no power to construct a railway outside of the limits of the province of Ontario as is proposed by this order in council. So, I believe, Sir James Whitney has acted wisely in insisting that he should get this grant of over 760,000 acres and this waterfront upon the Nelson river and Hudson bay without being bound to build what he knows that his government cannot build, a railway through the territory of the province of Manitoba. It may be said that it is intended that this would be to enable the province of Ontario to give a grant to a railway company to build such a line.

That is not the order in council; it is that the grant shall be made to the province of Ontario or a public commission or public corporation for that purpose. It is a grant to the public of Ontario, the road must be built out of the public money of the province of Ontario; and, as I have said, it seems to me there is no authority for the government of Ontario to build such a line of railway. I would ask my hon. friend the minister of railways if he has had a report yet as to where, in case the terminus of the Hudson Bay railway is to be upon the Nelson river as to which side of the river these terminals should be constructed?

Mr. Cochrane.—Judging from the report that was in, on the west side would be best—the far side from here.

Mr. Pugsley.—The hon. gentleman says 'Judging from the report that was in,' the west side would be best. It does seem to me that until that matter is positively determined, it might hamper most seriously the operation of this government in connection with the construction of the Hudson Bay railway to give away to a provincial government some ten miles of waterfront which it might or might not utilize for railway terminal purposes.

Mr. Cochrane.—We would take good care of that.

Mr. Pugsley.—The hon. gentleman cannot 'take good care of that,' because he and the government have bound themselves, and when we pass this bill parliament will have bound itself, in good faith to give the government of Ontario ten miles along the eastern shore of the Nelson river, whether that is or is not the best place to establish terminals in connection with the Hudson Bay railway. In saying that 'they will take care of that' he is simply saying that he will break faith with the province of Ontario, with which, in order to induce them to become a consenting party, they have arranged to give this land.

Mr. Broder.—Does the hon. gentleman (Mr. Pugsley) mean to say that the dominion cannot run a road where it likes?

Mr. Pugsley.—Undoubtedly it can, but it is not proposed that the dominion shall build the road. It is proposed that the Ontario government shall build it.

Mr. Broder.—I understand the hon. gentleman to argue that if the province owned this it might hamper the dominion's right to get the port.

A Possible Complication.

Mr. Pugsley.—What I say is that the dominion might build, but that if this land is given away to Ontaria and it turns out that this is the place where the terminals should be, then the government, in connection with the Hudson Bay railway, must settle with the province of Ontario before they can fix their terminals there.

Now, I did not intend to take up so much time; I regret that I have spoken at such length upon this subject. But it is one of a great deal of importance, one, I think, of vast importance. I think we ought not to deal with the matter by piecemeal. We are brought today by this bill, face to face with very important changes in the constitution of several provinces. We are called upon to consent to the enlargement of the boundaries of the provinces. Important questions are raised. It does seem to me that the only satisfactory way in which these questions can be dealt with is to treat all the provinces of Canada as being interested in them.

All the provinces today are interested in the public lands. All the provinces, of course, are interested in the amount of money that is given by way of subsidies. The only satisfactory way in which to deal with that is to call together the premiers of the different provinces, just as was done in 1906, and ask them in consultation with this government to take up all these questions, all questions which are outstanding between these provinces, and reach a settlement upon some broad national basis which will relieve all causes of dissatisfaction and cause the people to feel that complete justice has been done to each province and to the people of Canada as a whole.

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