

not be said to have the floor if he was not addressing the Committee.

The CHAIRMAN ruled that the amendment should be put.

The amendment was then put—Mr. Ferguson still objecting—and carried. Yeas, 34; Nays, 31.

The result was received with applause.

Mr. RYKERT moved in amendment to clause 3, "That said company shall commence said railroad within a year, between St. Clair River and Glencoe and St. Thomas, and St. Thomas and Fort Erie, at one and the same time, and in default to forfeit their charter." He explained that the object was to compel the company to build the road.

Mr. McKELLAR believed himself and his friends were quite capable of attending to the matter without the assistance of the hon. member for St. Catharines. The intention of the company was to build the road as far as St. Thomas first and thence proceed westwards as rapidly as possible. It was a sensible and a proper proposition to let the company commence that part of the road which would pay best. He did not wish to put such a restriction on the enterprise. The hon. member would not have liked to have such a clause in his own Bill.

Mr. GALBRAITH said no better method could have been adopted to destroy the road than this. It was necessary for the Company to have the road continuous. This motion was the most absurd thing he had ever heard of.

Mr. PARDEE wished to know why this line must be commenced in three places at once. It was quite evident that the opponents of this Bill wished to kill it, for if this motion were carried, the promoters of the Bill might as well withdraw it at once.

The motion was withdrawn.

Mr. RYKERT moved the adoption of a clause similar to that introduced by Mr. Coyne into the rival Bill, to the effect that the Company should be obliged to give \$200,000 guarantee that the work would be commenced within a certain time.

Mr. PARDEE would prefer to have the moving of this clause deferred till the third reading of the Bill, and in the meantime to have it printed. The clause was a very long one, very restrictive, and very strangely worded. It was unfair to spring such a clause on the House.

Mr. COYNE said this was for the purpose of affording a guarantee to the people that the road would be built. If the promoters of this road were really sincere in their professions with respect to building this road, they should have no objections to placing \$200,000 guarantee in the Bank to show their good faith. He desired to have the same clause in both Bills. The promoters of the other Bill made no objections, and he did not see why the promoters of this Bill should.

Mr. BLAKE thought the clause was a very proper one, but the natural consequence would be to extend the line. It would hardly be fair to put this additional fetter on the company without extending the time.

Mr. COYNE said when Mr. Thomson was before the House two years ago he expressed his readiness to organize a Company within 24 hours. If he found it such an easy matter he should have no objections to the length of time allowed by the Act.

Hon. Mr. RICHARDS objected to this additional barrier thrown in the way of the Company.

Hon. Mr. CAMERON said this clause was an independent provision, and the extension of time was not a sequence.

Mr. RYKERT was willing to admit of an extension if this clause was adopted.

The motion was then carried.

The remaining clauses were then carried without discussion as far as clause 9.

Hon. Mr. WOOD suggested the adoption of the 17th clause of the Air Line Bill, in this Bill also, the clause was in relation to the running powers.

On clause nine—

Mr. RYKERT proposed that the words "one year" should be struck out, and the words "eight months" inserted.

Hon. Mr. RICHARDS objected, and moved that the clause should stand as before.

Mr. BLAKE said it was felt to be of the greatest importance that the suspensory clause ought to be inserted, and they ought to give the charter, as a new charter; they were bound to give them a year, as they demanded.

Mr. CAMERON said that there could be no doubt that the plea of the gauge of the line was all moonshine. (No, no). There had been statements made by Mr. Thompson, at the first granting of the charter, that he could obtain the capital, and not a word had been said about the gauge. But he had failed to obtain the capital required.

Mr. HAYS said that the Hon. Provincial Secretary had not the wishes of the district in consideration when he proposed the construction of the proposed lines and the Grand Trunk Railway.

Mr. CALVIN said that they found that the people on the route were in favour of the lines now proposed, and those on the Great Western were in opposition. He thought that they ought to consider the interests of these people. Here they were on their knees for reciprocity, and this was a reciprocity with a vengeance. They were obliged to run to the naughty American people, who had thousands of miles of rail, and it was absurd that they should ask them to alter their gauge to suit the Canadian line. They could not expect Mr. Thompson to get on with his present gauge. He had, he confessed, entirely lost patience with the reasoning of the House on this matter. He had not skulked his duty, but had set it out like a man; but must say, he never had so entirely lost patience with the manner in which hon. members had argued the matter. (Cheers).

Mr. CLARKE said if Mr. Thomson were still in possession of the exclusive right which they formerly possessed in the Southern Peninsula, it would be a grave matter to consider whether they should be allowed such an extension of time as had been proposed. But he considered that their former powers had been annulled by the action of the House to-day. The question then was, what time should be allowed them to construct their

extension. This was in fact a new enterprise. It was to be considered altogether apart from the other part of the line. They never had any right to build that before, it was, therefore, an entirely new enterprise, and it was a question for the House to decide what time should be allowed them to construct the work. The time allowed other railway enterprises should be their guide in deciding this question. In all fairness they should be conceded rights similar to those given to others. He believed six months to organize and commence such a large work was too short. In view of the amount of preliminary work to be done, one year was not at all too short.

Hon. Mr. CAMERON said this was no new work. It was a fallacious argument to say so.

The amendment of Mr. Rykert, substituting eight months instead of one year, was carried.

Hon. Mr. WOOD moved in amendment, "Provided always, that the said Company shall be limited in the construction of its railway from St. Thomas westward to the Detroit River and the River St. Clair respectively." He explained that as he understood the hon. member for Grenville (Mr. Clarke) that power was being granted for the construction of this railway to St. Thomas westward; and that the line leading from St. Thomas to Fort Erie was already preoccupied; and that it was not proposed to grant a charter over the same route. The object of this amendment was then to limit the portion of the Act for the construction of a railway from St. Thomas westward. (Oh, oh) He could not think that the Committee intended to grant a charter over the same route.

Hon. Mr. RICHARDS—Well you have done it already.

Hon. Mr. WOOD—Surely the House does not grant a charter over the same route?

Mr. BLAKE—Why, you have already done it.

Hon. Mr. WOOD said he did it on the ground that the charter then interfered with was effete.

The remaining clauses, the schedule, and the preamble, were then carried.

The Committee rose and reported the Bill with amendments.

Hon. Mr. WOOD said he wished to move an amendment.

Mr. BLAKE said it was too late; the Speaker had taken the chair.

Mr. SCOTT (Ottawa) did not believe in this sharp practice.

Mr. WILLIAMS (Durham) said he had not been guilty of any sharp practice. He had waited a reasonable time for the hon. member for Bothwell to move his amendment.

Mr. SCOTT said it was the Hon. Treasurer who had the amendment to move.

Mr. WILLIAMS said he had not been aware of it.

After some further discussion Hon. Mr. WOOD read clause 17 of the Air Line Bill, which he proposed to introduce in this Bill.

Mr. McKELLAR could not accept such an amendment.

Hon. Mr. WOOD said he would have it printed and brought up at the third reading.

#### EXTRA SITTINGS.

Hon. Mr. Cameron, in the absence of the Attorney-General, moved that the House do have two sittings to-morrow,—the first to commence at 3 p. m. and to last till 6 p. m.; the second to commence at 7:30 p. m. and to last till the adjournment of the House; and that on Wednesday, and thereafter, that the House do have three sittings—the first to commence at 10 a. m. and last till 1 p. m., and the then following the same hours as on Tuesday (to-day).

Mr. BLAKE wished to call the attention of the Government to the fact that several Public Bills and Reports of Committees were yet remaining to be decided, and if they wished to prorogue before Christmas, it was utterly impossible to get through these Bills, so that it became a question either of the prorogation, or of the "slaughter of the innocents." To-morrow, they should require from the Government a knowledge as to the course they intended to pursue.

#### ADJOURNMENT.

Mr. COYNE moved that the House do adjourn.

After some discussion, the motion was lost.

#### TORONTO WHARF AND WAREHOUSING COMPANY.

Hon. Mr. CAMERON moved that the House should go into Committee on Bill (No. 77), To incorporate certain persons under the name of the Toronto Wharf and Warehousing Company. The Bill was exactly similar to one which was granted in 1845, by the Legislature of Canada, with the exception of the third clause, which provided that the Company might buy a lease from the shareholders and directors of the Company, and this could only be done with the accordance of the shareholders.

The Bill then passed through Committee, and the third reading fixed for to-morrow.

The House went into Committee on Bill No. 46, to incorporate the Mississippi Navigation Company (Mr. Carnegie), Mr. Code in the chair.

The Bill was received with amendments, and ordered for a third reading to-morrow.

The House adjourned at 12 o'clock (midnight)

#### NOTICES OF MOTION.

Mr. Currie—Address for a return of the amount it had cost each county advertising the sale of lands for taxes, each year, in the *Canada Gazette*, since July, 1867.

Mr. Currie—Enquiry whether the Government intend appointing any Magistrates during the present Parliament.