

thing in the way of securing alienation of the rights of the Indians to the reserve in British Columbia.

Mr. FOWLER. At that time I think the minister stated that steps were being taken to have a friendly case argued.

Mr. OLIVER. This government has forwarded to the government of British Columbia a memorandum suggesting the submission of a case for adjustment, but so far that proposal has not been replied to. So we are in the unfortunate position that we cannot take any steps to secure the surrender while the title stands in its present condition. I am not sure, however, but that in one or two cases of a special nature the British Columbia government has expressed a willingness to waive its rights in that particular instance, and in such cases we have been able to go on and deal with the Indians. But the British Columbia government will not make any general waiver of their rights.

Mr. FOWLER. What reserves are these to which they have waived their rights?

Mr. OLIVER. There are two instances in which the provincial government has quit claimed to parties acquiring rights from the Indians; one was a small piece of land on the reserve at Kamloops, called Deadman's creek, and the other was some place in southern British Columbia.

Mr. FOWLER. What was the amount of land at the Kamloops reserve?

Mr. OLIVER. About 4,000 acres. The lease from the Indians was for 50 years, that is for irrigation rights. But the quit-claim by the provincial governments is practically perpetual.

Mr. HERRON. Are there any negotiations going on in regard to the land on the south side of the Blood reserve adjoining the town of Cardston?

Mr. OLIVER. Negotiations are going on, but they have not produced any result.

Mr. WM. WRIGHT. I wish to ask a question of the minister with regard to the Northwest Coast Agency, B.C. The former agent there, Mr. Morrow, it is claimed, neglected the agency and engaged in the superintendence of a sawmill. I believe that he was transferred to the Customs Department at Port Simpson, and the Indians claim that a bartender was appointed in his stead and put over them. Is that true and is he being continued in office?

Mr. OLIVER. Morrow retired four or five months ago and was replaced by a man named Laurenz. About the time Laurenz was appointed we received a communication from some of the Indians complaining in a general way, but the objections were not of so definite a character as to

seem to warrant the department in acting upon it.

Mr. A. MARTIN (Queens, P.E.I.). An item was left open for discussion of steamship subventions and subsidies. The vote for a subsidy to a line between Prince Edward Island and Great Britain was struck out. It has been reduced from year to year. Some years ago it was \$20,000, last year it was reduced to \$7,000 and now it has been struck out. The minister is aware of the great disadvantage under which the province of Prince Edward Island lies in shipping its butter, cheese, eggs and other produce to Great Britain; it has to send these products to Montreal to be loaded on the steamers, which is a very round-about and unnecessarily expensive method. I suggested to the minister, I think last year, that if they could not succeed in getting a steamer to undertake this service they could have a tender built at a comparatively small expense, that goods could be shipped from the island on that tender, that the tender could intercept a subsidized steamer going from Montreal to Great Britain, and transfer the freight to her. These tenders are now built so that they can attach to a vessel running at full speed, and transfer their cargo to the steamer without her stopping. Telegraphic communication is now easy and inexpensive and the connection between the steamer and the tender could be easily arranged. In the same way a vessel from Great Britain for Montreal could be intercepted in the Gulf by the tender and goods for the island transhipped without loss of time or detention of passengers. I make the suggestion in all honesty to the minister, and I think when we are spending so much for steamship subsidies in all other parts of Canada, and I think this is a proper expenditure, a practical suggestion such as I have made should be favourably considered by the minister and his colleagues.

Mr. FIELDING. Any suggestion my hon. friend may offer in the good spirit he displays to-night is deserving of the most serious consideration. I would be inclined to think there would be some difficulty in inducing any established steamship company to undertake a service of the kind he suggests. It would seem to require co-operation of some of the steamship lines, and if any of them would indicate a willingness to take part the matter should be seriously considered. It is most desirable that the island should have every opportunity of shipping goods to Great Britain. We have had an offer on the statute-book for years, but unfortunately no company has been willing to take it up. I am sure the Minister of Trade and Commerce, under whose department this would fall, would cordially sympathize with my hon. friend's object and if there was any indication of a desire to do this by a company the matter would have his sym-