

railway company on the one side—the Maine, Central, the Eastern, the St. John Line, the Grand Southern, &c., and the Intercolonial on the other side. Now, it seems to me, that the provisions for the equality of tolls and for keeping down the rate of toll on the toll bridge, which is to be a link in connection with important railways and important travel on the one side and the other, are of the last importance, and this provision should not merely be for equal tolls and rates, but for moderate tolls and rates, and it should be a provision not merely for moderate tolls and rates, but for equal advantages for all. I happen to know a little as to the results of one company which owned a bridge over which other companies have to pass; and I am aware that the control, the practical control of this bridge means a very great advantage to the company, which possesses such practical control over all other companies. There must be some priority—some precedence. Somebody has to give way, and that person, somehow or other, does happen to be the person who has not control of the bridge, and if you make it possible that one of the competing companies shall have control, that company will have preference or advantage.

Sir CHARLES TUPPER. That is not the case here—this is a bridge company.

Mr. BLAKE. I am quite aware that this is a bridge company, but I know it is quite competent for a railway company to purchase the stock of a bridge company from its directors. The stock is moderate and it is easy to acquire it, and I know that one of these companies has arranged to pay a special preferential amount of \$5,000 a year over its tolls in order to assist the enterprise. I foresee the possibility and the probability of some one railway company obtaining control over this work, and I foresee that there will be preference to one railway company over the other even if you provide for equal arrangements as to traffic. These are matters with which we have occasionally grappled before; but if private enterprise is going to construct the work we take the precaution of seeing that there is fair play, and the rest is as it happens. Here the country is going to four-fifths of the whole expense, and, what seems proper under these circumstances is, that if this work is of the character and importance which it is said to be, you should secure, first of all, low moderate rates, and, secondly, through equality of rates and preferences to all companies, by undertaking the work yourselves instead of handing it over to a company. We are practically building this work, we are paying four-fifths of the cost, and it seems to me it would be very much better that we should build the work altogether, control it, own it, manage it in the public interest so that moderation of tolls, by that means, and perfect equality of advantages might be secured to the various companies that may seek access to the bridge or seek to carry their traffic across it.

Sir LEONARD TILLEY. There is a good deal to be said, of course, in favor of the Government taking control of this work. I may say, however, that a Bill which I purpose introducing makes this a Dominion work, and so removes the difficulty of which the hon. gentleman has complained. It is, of course, of the utmost importance—and the Government has appreciated that importance—that this company should be under Dominion control, and, therefore, it is that by the Bill we have placed it in that position, so that it is in the power of the Government to regulate the maximum rate of the freight. I may mention here that the fact of a large portion of the expenditure to be made upon this railway has to be paid in land damages had its weight upon the Government. There is no doubt whatever that the difference between the Government constructing such a road and a private company constructing it, is very largely against the Government on this question of land damages; and it was felt

that even if the Government should find it necessary, in the interests of the public and our own railways, to take possession, the probability is that it would take the company \$50,000 less to build that road than the Government, a large portion of the difference being in the shape of land damages. But the Government have taken full precaution in that respect, as the hon. gentleman will see. The hon. gentleman says they will have 10 per cent. profit. Well, during the first four or five years after the opening of a road of that kind, before we have opened our connections with the North-West, before these links are completed between Canada and the United States—before the expiration of five years, the company cannot expect the rate to be as profitable. It is, therefore, just possible that during the first five years they may not be able to pay expenses, and that, therefore, they are open to the chances of loss during that time. If there is a loss of 2 per cent. during the first five years, there is no profit, and, therefore, it was that we provided that it should be open for us to purchase the property, and control it entirely with reference to the through business.

Resolution considered in Committee and reported.

Sir LEONARD TILLEY introduced Bill (No. 138) to provide for advances to be made by the Government of Canada to the St. John Bridge and Railway Extension Company.

Bill read the first time.

NATURALIZATION OF ALIENS IN MANITOBA.

Sir JOHN A. MACDONALD, in introducing Bill (No. 140) to legalize proceedings taken for the naturalization of certain aliens in the Province of Manitoba (from the Senate), said: This Bill is as follows:—

Whereas in a number of cases, in the Province of Manitoba, proceedings for the naturalization of aliens have been taken under the Naturalization Act, Canada, 1881, under a misapprehension that the said Act was in force, and whereas the procedure and requirements of that Act are in substantial conformity with the laws of naturalization now in force in Canada, and it is proper to legalize and confirm the said proceedings: Therefore Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

1. All proceedings for the naturalization of aliens heretofore taken or had in the Province of Manitoba under the Naturalization Act, Canada, 1881, upon which certificates of naturalization have been issued, and also all certificates issued upon such proceedings shall be held to have been and to be as valid and effectual as though the said Act had been and was now in force.

This Bill is intended to apply to the Mennonites. They were promised their patents at the end of three years; but as the law provides that patents shall only issue to subjects, and as they took all necessary proceedings to obtain them under the impression that the Act of 1881 was in force, this Bill is introduced for the purpose of legalizing those proceedings.

Bill read the first time.

MANAGEMENT OF INDIAN AFFAIRS.

Sir JOHN A. MACDONALD, in introducing Bill (No. 139) to amend the Act thirty-sixth Victoria, chapter four, intitled: An Act to provide for the establishment of the Department of the Interior, and to amend The Indian Act, 1880 (from the Senate), said: This Bill is as follows:—

1. The third section of the Act passed in the thirty-sixth year of [Her Majesty's reign, chapter four, intitled: An Act to provide for the establishment of the Department of the Interior and the third section of The Indian Act, 1880, are hereby repealed, and the following section is substituted for each such section respectively:—“3. The Minister of the Interior or the Head of any other Department appointed for that purpose by order of the Governor in Council shall be the Superintendent-General of Indian Affairs, and shall as such have the control and management of the lands and property of the Indians in Canada.”

“2. So much of any Act or law as may be inconsistent with this Act, or make any provision on the matter provided for by this Act contrary hereto, is hereby repealed.