

SOURIS AND ROCKY MOUNTAIN RAILWAY.

Mr. WOODWORTH moved that the House resolve itself into Committee on Bill (No. 81) further to amend the Act incorporating the Souris and Rocky Mountain Railway Company, and to change the name of the Company to The Battleford and Peace River Railway Company.

Motion agreed to; and the House resolved itself into Committee.

(In the Committee.)

Mr. ORTON moved that all the words after "Melbourne," in the 26th line of the first clause of the Bill be struck out, and the following inserted in lieu thereof: "and thence by way of Rapid City, along the line of railway as now graded."

Sir CHARLES TUPPER. With reference to the amendment moved by my hon. friend, that point was considered in the Committee very fully, and after full consideration it was decided to leave it as it stands in the Bill. I think it is not necessary for my hon. friend to press his motion, because the point of departure and the route of the railway are left subject to the approval of the Governor-General in Council. If my hon. friend, or any person, shows a good reason why a particular point should be the point of departure, and makes a strong case for it, taking a particular direction, the Governor in Council will have power to insist on that being carried out. I do not think, the matter having been considered in the Committee, and adopted in the present form, that the Committee here will be disposed to change it.

Mr. ORTON. I think there are very important reasons why that amendment should be considered by this House. This railway passes through a section of country that will be rapidly settled up, and if that road now laid down is carried out, it will give a nearer market by at least 12 miles to all farmers who settle along that line for all time to come. There is another very important reason. In the neighbourhood of Rapid City there are water powers which are very important to the whole of that district, and it is of the utmost importance that they should have easy railway access in order to utilize those water privileges for the benefit of the farmers in the neighbourhood. I understand the railway company desire to start from Brandon. There are many difficulties in the way there. They will have to construct another bridge across the Assiniboine River, and there is an immense hill to overcome, and the expenses of constructing the road will be very much increased. The road has already been graded to Rapid City, a distance of 45 miles; and it will be nearer for the market east and for Winnipeg, by about 12 miles.

Sir CHARLES TUPPER. I think it should hardly be expected that this Committee should alter a Bill in regard to the point of departure of this road, upon motion of any member of this Committee, after the question has been carefully considered and a conclusion arrived at in the Railway Committee. I have nothing whatever to do with the Bill. But I may say this to my hon. friend, that if, under the power which this Bill gives to the Governor in Council to control the route of the railway, to a certain extent, a good case is made out for one particular line much more advantageous than another, it will receive due consideration from the Government.

Mr. WATSON. I think it is very important that this clause should be amended. It is true it was considered in the Railway Committee, but it was rushed through with some haste, and we expected we would have another opportunity of considering it in the House. The people of Rapid City want the road, and it is very important that the starting point and route should be definitely located. The people in that section of country have made investments in

the belief that the road would start from Melbourne, and run through Rapid City, and it has been graded from that point to Rapid City. I think, when it is built, it will probably receive some assistance from the Dominion Government. If the road takes this route it will strike the old line laid down by the Government, before reaching Rapid City.

Mr. SPROULE. I think the argument advanced by the hon. gentleman from Marquette (Mr. Watson) why the road should start from Melbourne is rather in favour of keeping to the present route, and that is the fact that they have the road already graded for a distance of 45 miles. I apprehend no company will be willing to give up the right of way that is already purchased, and when the road is already graded, without good and substantial reasons for doing so. I think, also, it would be unreasonable to bind them to start at any particular place, because it virtually handicaps the company, and they are endeavouring to secure a line which will be valuable to the people for the smallest possible amount of money. One of the great difficulties to contend with by any railway company is buying the right of way after people know just where the road is going to be located. Speculators always go in advance of the railway surveyors, and, after getting possession of the land, they oblige the railway companies to pay much more for it than they otherwise would if they had the option between two different lines. All the guarantee that is necessary, in the interests of the people, is that the road shall start from any point that will satisfy the Governor in Council. Besides, this route was adopted in the Committee, and, after careful consideration, it was decided this was the best route, and I believe it would be unwise to make any change.

Bill, as amended, reported, and read the third time and passed.

THIRD READINGS.

The following Bills were severally considered in Committee, reported, and read the third time and passed:—

Bill (No. 90) respecting the Great Northern Railway Company.—(Mr. Bossé.)

Bill (No. 85) respecting the Erie and Huron Railway.—(Mr. Smyth.)

JOHN GRAHAM RELIEF BILL.

Mr. JAMIESON moved that the House resolve itself into Committee on Bill (No. 107) for the relief of John Graham—(from the Senate.)

Sir HECTOR LANGEVIN. I would advise hon. members opposed to this Bill to allow this motion to be passed on a division, and to take a division and record the names on the third reading.

Motion agreed to on a division; and Bill considered in Committee, and reported.

Mr. JAMIESON moved the third reading of the Bill.

Motion agreed to on the following division:—

YEAS;

Messieurs

Abbott,
Allen,
Allison (Hants),
Armstrong,
Baker (Victoria),
Barnard,
Bell,
Benson,
Blake,
Bowell,
Bryson,

Haggart,
Hall,
Hay,
Hesson,
Hickey,
Hilliard,
Homer,
Innes,
Irvine,
Jackson,
Jamieson,

O'Brien,
Orton,
Paint,
Patterson (Essex),
Reid,
Robertson (Hamilton),
Robertson (Hastings),
Scriven,
Shakespeare,
Small,
Sproule,