

would be just as well if the bridge clause had been allowed to remain in the Bill. Then it would be easy for the Government, when the question came up, to see that the bridge was built in such a way that it would not be an impediment to navigation, but to say that there shall be no bridge there at all is, I think, going too far.

HON. MR. DRUMMOND—I trust that the House will consent to the elimination of these clauses. I opposed in committee the construction of the bridge at that point, on the ground that it would be an obstruction to navigation. I think any one will see that the elimination of those clauses will do no harm to the company at all, as the construction of the bridge is a highly improbable work, and at best would be only a makeshift and a serious obstruction to the navigation of the river.

THE SPEAKER—I suggest that an entry be made in the Minutes that this amendment is made at the third reading with the consent of the House.

HON. MR. POWER—I wish to call the attention of the leader of the House to the fact that the latter half of clause 17, which provides for the issuing of bonds, should be stricken out also, because it deals with the issuing of bonds for the bridge.

HON. MR. HOWLAN—I also call attention to the fact that we are establishing a dangerous precedent in undertaking to amend the Bill at the third reading without notice. It should be well understood by the House and clearly stated in the Minutes that this is not to be regarded as a precedent.

HON. MR. ABBOTT—The fact is, in clause 17 there are several references to the bridge, and I have to thank my hon. friend from Halifax for calling my attention to it. I am under the impression that it would be better to refer this Bill back to the Committee on Railways, or to a Committee of the Whole House, for the purpose of re-modelling this 17th clause.

HON. MR. POWER—Perhaps the better way would be to refer the whole Bill back to the Railway Committee for the purpose of making these amendments.

HON. MR. BOLDOC—This Bill has been so often postponed that I should prefer to have the amendments made in Committee of the Whole House now.

HON. MR. HOWLAN—I do not wish to delay the passage of the Bill, but I think it would be more regular to refer it to the Railway Committee, with instructions to amend it.

THE SPEAKER—I am of opinion that that is the proper course.

HON. MR. ABBOTT moved that the Bill be referred back to the Committee on Railways, Telegraphs and Harbors, to eliminate the clauses authorizing the construction of the bridge and all provisions incidental thereto.

HON. MR. DICKEY—Then there will be nothing on our Minutes with reference to striking out the clauses here in the House.

THE SPEAKER—No.

The motion was agreed to.

NORTH-WEST TERRITORIES BILL.

SECOND READING.

HON. MR. ABBOTT moved the second reading of Bill (V) "An Act to amend the Act respecting the North-West Territories." He said: This Bill makes several provisions, the details of which are important in themselves, but not of general importance, and also contains some enactments which are of great general importance to the North-West Territories. The details to which I refer relate to the periods of meeting, the mode of conducting elections and several provisions with regard to judicial proceedings which will facilitate the administration of justice in the North-West Territories. The more important general provisions have reference to the classes of subjects about which the Assembly may legislate. There are sixteen subjects which are relegated to the Local Legislatures by the Constitution, and by the tenth clause of the Bill eleven of these subjects are referred to the Assembly. Those which are omitted are the powers of amending the Constitution, the borrowing of money on the credit of the Territories, the management of public lands, the management of eleemosynary institutions and the conduct of local undertak-