

Now the hon. gentleman says because the House has granted that right to one company, therefore the privilege should be conferred upon all companies to build as many branches as they please. The province of British Columbia can grant as many charters as they please for the construction of branch lines in any and every direction, and if another company comes to this Parliament for a charter to construct a branch line, running from the Kootenay Lakes if you please to these same mines, for the purpose of taking the ore out in another direction there would be no objection, I take it, to giving them the right to do so. But the hon. gentleman says that they would not do that because this company has a right to build a branch there. They could build if they chose to do so, and if they built in the other direction, it would not interfere with the development of the country. I like the ingenious way in which the hon. member has tried, by a side wind, to attain that which he failed to accomplish by a direct vote. I hope the House will not adopt the proposition.

Hon. Mr. McINNES (B.C.)—Instead of a branch of 30 miles, the Bill which was passed here on Friday last authorized the construction of a branch 150 miles in length and to construct as many branches as they chose for 30 miles on each side of that line. That is what I objected to.

Hon. Mr. BOWELL—This road is to start from the foot of Arrow Lake and run in a south-easterly direction. It is not to go to Robson.

Hon. Mr. McINNES (B.C.)—They do not know where they are going yet. As near as I can make out, the line is to be 150 miles in length, and Parliament is giving that company an exclusive right to build branches for 30 miles on each side of that road.

Hon. Mr. BOWELL—Not the exclusive right.

Hon. Mr. McINNES (B.C.)—It is practically an exclusive right, inasmuch as they can intervene and build a road wherever a private company may have taken preliminary steps to do so—they can build the line while the other company is applying for a charter here.

The amendment was declared lost.

Hon. Mr. DEVER, from the Committee, reported the Bill with amendments which were concurred in.

### TEMISCOUATA RAILWAY COMPANY'S BILL.

#### SECOND READING.

Hon. Mr. PELLETIER moved the second reading of Bill (80) "An Act respecting the Temiscouata Railway Company." He said: The object of this Bill is to grant the Temiscouata Railway Company from Edmundston to St. Leonard's, in the province of New Brunswick, the work to begin within two years and to be completed within five years from the passing of the Act. The most important part of the Bill is to authorize the Company to bridge the River St. John from some convenient point on the Canadian side to a convenient point on the United States side, to connect with the railway on that side. As in ordinary bills authorizing the bridging of a navigable river, it is provided that no work shall begin until the plans have been submitted to the Governor in Council and approved by him. Those are the principles of the Bill.

The motion was agreed to.

#### SECOND READINGS.

Bill (36) "An Act to incorporate the Calgary Hydraulic Co." (Mr. Lougheed.)

Bill (47) "An Act respecting the London and Port Stanley Railway Co." (Mr. Lougheed.)

### BRITISH AMERICA INSURANCE COMPANY'S BILL.

#### SECOND READING.

Hon. Mr. ALLAN moved the second reading of Bill (78) "An Act respecting the British America Assurance Company." He said:—This is a Bill to make certain alterations in the charter of the British America Assurance Company. Some of them are not of a very important character. One provision allows them to change the time for holding their annual meeting, and also to change the name of their chief officer from Governor and Deputy-Governor to Presi-