

sary. This statute of 1885 enacted that the amendment removing the limitation from section 10 of the Act of 1880 should take effect from the date of the passing of the latter Act presumably in order to remove any doubt as to the validity of any school taxation which might have been imposed in the meantime.

In conclusion the judgment says:—

I am of the opinion that the powers of legislation of the Northwest Territories Council were delegated powers from the Dominion and that the exemption from Dominion taxation in the 16th clause of the contract embraced and included taxation by the Territorial Council or by any municipal district as well as by any school district afterwards established therein.

I cannot dispute the law laid down, but I point out that in this decision the Supreme Court of Canada has declared that all the legislation of the Legislative Council of the Northwest Territories was tentative or temporary and can be repealed at any moment. This is important in view of some other great questions that will arise in this parliament. I would like to have had present to-day the member for Brandon (Mr. Sifton) and the member for Lisgar (Mr. Greenway). The Prime Minister expressed the view the other day that this exemption of the Canadian Pacific Railway from taxation was most burdensome and most unjust to the people of the west, and he deplored it and he stated that it was the law of the country and it could not be remedied. The Prime Minister knew of no remedy by which the shackles which have been put upon the people of the west could be removed. I have raised this question in the House before; I hope to bring it up again this session and I trust that I shall have greater assistance from the member for Brandon than I have had in the past. The people of the Northwest are suffering from two grievances in connection with the Canadian Pacific Railway. It has been held that the Canadian Pacific Railway lands are not subject to municipal taxation, and it has also been held that the railway rates on the Canadian Pacific Railway are not subject to revision until a certain dividend is paid on the capital invested in the construction of the road. I do not agree with the Prime Minister that there is no cure for these evils. For every legal wrong there is a legal remedy.

Sir WILFRID LAURIER. What is the remedy?

Mr. W. F. MACLEAN. There is the remedy already adopted by the Prime Minister in other legislation, that when you are negotiating with the Canadian Pacific Railway for franchises and other privileges they seek, you can at the same time negotiate with them for a removal of existing abuses. This session the Canadian Pacific Railway is asking franchises to cover the whole country; they are constantly coming here for legislation of every kind. They may be here in a very short time for a grant of land

Mr. W. F. MACLEAN.

or a bonus for some of their undertakings, and then is the time to negotiate with them for reforms, just as the Prime Minister did in connection with the Crow's Nest Pass Railway. Large sums of money were granted to the Canadian Pacific Railway to aid in the construction of that road and certain concessions were made by them in return. Sir John Macdonald in his time took a similar course. The Canadian Pacific Railway had a monopoly in regard to lines going south and that monopoly was abolished by negotiation.

Sir WILFRID LAURIER. By payment.

Mr. W. F. MACLEAN. Even so, and fortunately the money value of the relinquishment of this privilege which the people of the Northwest complain of can be very easily ascertained. I believe that if the Prime Minister makes an effort he will find a remedy for these grievances. The other day the right hon. gentleman grieved about this imposition placed upon the people of the west, and I would remind him that when he is framing other legislation he ought to be careful that he does not forge further shackles to manacle the people of that country. The member for Lisgar (Mr. Greenway) has just come into the House and I appeal to him to assist me and to assist the Prime Minister in finding some remedy for the evils which exist in this connection. As I have said, the Prime Minister grieved for the people of the Northwest the other day, and he declared that in all his reading of legislation he never saw anything quite so bad as this legislation which was enacted by a former government.

Now I say it is possible through negotiation to remove that restraining law whatever it may be, and I trust that now that the hon. member for Brandon (Hon. Mr. Sifton) is not in the ministry he will take the matter up and assist the people of the west in having this obnoxious law removed. Again I ask the Prime Minister for the benefit of the House to try and have this judgment of the Supreme Court distributed to the members before he proceeds with his Autonomy Bill, because it is a very illuminative document. It shows that any powers exercised by the Northwest legislature or the Territorial legislature are delegated; that all their legislation has been temporary and tentative and that all the legislation of this Dominion as regard these Territories has been temporary and tentative, and, therefore, revocable at will. If that is the case we ought to be in a position to have this document before us for use in the coming discussion in connection with the Autonomy Bill.

Motion agreed to, and House went into Committee of Supply.

Prince Edward Island Railway—chargeable to capital—to increase accommodation at Charlottetown, \$108,000.