

Thanking you in anticipation of a compliance with my request, and trusting that I may have the pleasure of reading in the papers that you have righted a wrong which you had unwittingly done, I am,

Yours very truly,
A. A. Andrews, Mayor.

PRIVATE BILLS.

CONSIDERED IN COMMITTEE.

The House in Committee on Private Bills,
Mr. Rhodes in the Chair.

Bill No. 15, respecting the Pacific Northern and Omineca Railway Company—Mr. Green—in Committee.

On section 1—time for commencement and completion:

Mr. PUGSLEY: The time for the commencement of construction and for completion seem to be one and the same—the company may begin the construction and complete the road in five years. I do not recall having seen such a provision in any railway Bill before. Is there a special reason for this peculiar provision?

Mr. GREEN: This is simply the renewal of a charter granted last session.

Mr. PUGSLEY: Then there is no need of this Bill, for if the Bill of last session granted five years, the company has still four years of unexpired time.

Mr. GREEN: If there is any question on the part of the hon. member, I see no reason why it should not be changed. I move that the Bill be amended to provide that construction shall begin in two years and the road completed in five years.

Bill stands.

Bill No. 4, respecting the Canadian Northern Railway Company—Mr. Bradbury—in Committee.

Mr. BRADBURY: This is simply an extension of time in relation to a charter granted to build a piece of road between lake Winnipeg and lake Manitoba from Grosse Ile to Grand Rapids. The Canadian Northern is the successor to an amalgamation of companies.

Mr. PUGSLEY: What is the object of the road?

Mr. BRADBURY: To give railway accommodation to the people at the head of lake Winnipeg. We have wanted it for years and we want it badly now. A part

[Mr. Marcell.]

of the road was built—the Grosse Ile part—and this is an extension.

Mr. PUGSLEY: Does this road go up by Crooked lake where the lumber mills are?

Mr. BRADBURY: No, there is no Crooked lake on this line. It runs from Grosse Ile between lake Winnipeg and lake Manitoba, in a northerly direction to the head of the lake. It touches lake Winnipeg at Sturgeon bay, about half-way between Grosse Ile and the head of the lake.

Bill reported.

Bill No. 5, respecting the Canadian Northern Ontario Railway Company—Mr. Northrup—in Committee.

On section 3—limitation:

Mr. PUGSLEY: Can the promoter of this Bill state whether these lines come under the general security held by the Government?

Mr. MORPHY: I think this matter was mentioned in committee and an answer given in the affirmative by the persons promoting the Bill.

Mr. PUGSLEY: I think it ought to be provided in the Bill itself that these lines, when constructed, should be included in and covered by the securities which the Government holds. A mere verbal understanding would not accomplish that; it would have to be done by express legislation. I understand that the chairman of the committee is not present; perhaps the Bill had better stand in order that the matter may be considered.

Section stands.

Bill stands.

Bill No. 11, respecting the British American Nickel Corporation, Limited—Mr. Northrup—in Committee.

Mr. MACDONALD: The question of nickel is a matter which is discussed very frequently in the country. I should like to know what corporation this is, where it operates, and by whom it is controlled. Is it a Canadian corporation, operating with Canadian capital?

Mr. NORTHRUP: This is a company which has been in operation for years. The Bill merely gives it the right to have twenty directors, and provides that the majority of the directors shall be British subjects, and that they may appoint an