

guarantee company; he gets a satisfactory security, and it costs him nothing.

Bill reported, and amendment agreed to.

RAILWAYS ACT AMENDMENT.

House resolved itself into Committee on Bill (No. 6) to amend the Government Railways Act.—(Mr. Pope.)

(In the Committee.)

Mr. POPE. This is a very short, and I hope a very innocent little Bill. The object of the Bill is to facilitate the quick passage of trains on long roads, or running between principal towns, which require as much despatch as possible, and carrying mails and passengers, not freight. Under the law as it now stands, every train is bound to come to a stop before it crosses any other track. A similar Act has been adopted in many of the States. It has been adopted on the Michigan Central, and parties are asking for its adoption in Canada. We have found the greatest possible difficulty on a long run, in the case of a number of railways, to make time, and the more stations there are the more time is lost, and new stations are being added as the necessity arises. We hope by this arrangement to facilitate the passage of mail and passenger trains from Halifax to St. John and Quebec. The provisions in the second clause are such as I can hardly explain to the House, but it has been urged on me by different railway companies, who say there is a difference of opinion between magistrates and others as to what constitutes a proper fastening for the hurdle gates. A hurdle gate is used on all railways in Lower Canada, and generally elsewhere.

Mr. BLAKE. Would the hon. gentleman say in how many cases on the Intercolonial he expects this to be brought into operation, and at what points?

Mr. POPE. Two or three points, I think, and perhaps more.

Mr. BLAKE. What points are they?

Mr. POPE. There is a crossing on the road from Halifax running to Pictou, and there are other important points that will probably need a little alteration.

Mr. BLAKE. Which are they?

Mr. POPE. The railway from St. John into Moncton. I only mention now that branch of the Intercolonial, where I would be very glad to make the alteration.

Mr. BLAKE. My hon. friends near me say there is no case of an intersecting railway on the latter, so that this is an Act of Parliament for the Halifax and Pictou crossing.

Mr. POPE. Or any other that may occur.

Mr. BLAKE. I want to know what others did occur?

Mr. POPE. I say this one where it is important; others will occur, they must occur. There are many more than that crossing, but they are so small that I cannot mention them now.

Mr. BLAKE. If they are too small to be mentioned, they are hardly large enough to make an Act of Parliament about. The hon. gentleman, in the first clause, speaks about a "device;" has he got a device?

Mr. POPE. Yes.

Mr. BLAKE. And has applied it?

Mr. POPE. Not yet.

Mr. BLAKE. But he is satisfied that it is all right?

Mr. POPE. I am satisfied from the report of the engineer, after having examined it.

SIR JOHN A. MACDONALD.

Mr. BLAKE. Is this Bill specifically confined to Government railways, or is it proposed to extend it to others?

Mr. POPE. It is to be applicable to all railways when it is necessary.

Mr. BLAKE. The hon. gentleman says it has actually been applied in the case of the Michigan Central.

Mr. POPE. And some other roads as well; and the Canada Southern Railway is asking to apply it in Canada.

Mr. BLAKE. Is it proposed to publish the provisions which are made? I see the plan is most elastic in its character. The Minister is to have power, from time to time, to make a written order saying what is to be done, then to revoke or modify, and make regulations. He has already told us that he does not propose to apply the Act except in the case of express trains.

Mr. POPE. Only passenger and mail trains. Trains running between large cities and on long lines ought to be delayed as little as possible.

Bill reported.

BANFF NATIONAL PARK.

Mr. WHITE (Cardwell) moved that the House resolve itself into Committee on Bill (No. 16) respecting the Banff National Park. He said: The other day, I was asked for information in respect to the companies and individuals having reservations in the park. I may say that before the reservation was made at all, certain limits were sold at public competition within what is now the large reserve. There were disposed of to the Eau Claire and Bow River Lumber Company, 28½ square miles; to the Hon. J. G. Ross, 43 square miles; to the Eau Claire and Bow River Lumber Company again, two lots of 1 and 26½ square miles, respectively.

Mr. CASEY. What is the extent of these limits?

Mr. WHITE (Cardwell). One was twenty-eight and a half square miles, another forty-three, another one, and another twenty-six and a half, in all about ninety miles.

Mr. MITCHELL. Within this limit?

Mr. WHITE (Cardwell). Not altogether within it, and not within the region of the springs.

Mr. MITCHELL. Were these lands granted absolutely?

Mr. WHITE (Cardwell). No, they are only yearly leases. To the one that comes nearest the springs, no license has been issued, although an Order in Council was passed three or four years ago. A permit was, however, granted. For that one the licensee paid \$81 per square mile. Then there were certain coal areas granted, also within the general reservation, although not within what is, properly speaking, the springs portion. These were all granted before there was any question of reservation whatever. The area is 1,155 acres and the amount paid for it was \$14,437; the lands were all within the anthracite coal area and the average price paid was about \$12.50 per acre. They are, however, not within what is properly the springs area but are on the opposite side of Bow River. There are only two settlers we know of, and they are persons who bought out the rights of squatters early in 1885 or in the latter portion of 1884. They have not yet been dealt with, and the question remains as to how we should deal with them. They are also on the other side of Bow River and on the other side of the Canadian Pacific Railway, a considerable distance from the springs themselves; but it is quite open to the Department to compensate these settlers in some way for the improvements they have made, if it is thought undesirable to allow them to remain there as permanent settlers. They took their lands before they were reserved as coal lands. In the first instance, there was a comparatively small area