

furnished to know the cases in which the government had acted.

Hon. Mr. BOULTON—The contention which the hon. gentleman from St. Boniface raises is this: The Indians are in tribes, the Act allows individual Indians to withdraw from the tribe and from the treaty, the government pays an Indian, under such circumstances, no more treaty money, and he falls back on his 320 acres of land. This amendment is for the purpose of allowing the government to deal with the case of an Indian dying and leaving a helpless family behind him, to deal with that land in the most profitable way for the support of the family.

The bill was read the second time.

DESCHENES BRIDGE COMPANY'S BILL.

SECOND READING.

Hon. Mr. McLAREN moved the second reading of Bill (30) "An Act to incorporate the Deschenes Bridge Company."

Hon. Mr. CLEWOW—This bill contains a great many provisions which I think should be inquired into. I have no objection to the bill itself, but there are some extraordinary powers asked for, which it would be well for the committee to understand and consider when the bill goes before the Committee on Railways and Canals. The bridging of the Ottawa is a subject which requires grave consideration. In the past, as far as the St. Lawrence River is concerned, it has been found necessary to limit the number of bridges over that river. We must bear in mind that the Ottawa will form some day the great avenue of traffic between the east and the west. I expect to see the Ottawa and Lake Huron Canal constructed, and it would be well to consider whether the proposed erections will interfere with that great project to any extent, and now is the time to make provision for such a contingency. We know that the more obstructions, the greater will be the difficulty of building the canal. Already the obstruction to the navigation of the Ottawa caused by the deposits of sawdust and mill refuse in the river has, to some extent, retarded the enterprise. This route is the natural one between the east and the North-west,

as was clearly demonstrated by the Royal Society a few days ago. I have no doubt that some day the Ottawa Canal will be constructed, and now is the time to prevent any further obstructions of the river. We know that the dams and booms and piers which have been placed in the Ottawa affect navigation. The water supply at the Chaudière has been interfered with to a very great extent, partly the result, I believe, of the erection of these obstructions. Now is the time to provide against such obstructions in the future, and that is why I call the attention of the committee to this matter and ask them to consider it carefully. I know that other parties are applying for similar privileges, for the construction of a bridge within a few hundred yards of this one referred to in the bill. It seems perfectly unnecessary that two bridges should be required to do the business which is to be done at this point for years to come. The committee should adopt a plan of having but one bridge constructed, with a provision that it should be available for all parties requiring to use it, as is the case with railway bridges. The two companies should come to an understanding and use but one bridge. It is well that the committee should understand that these points will come under their consideration, and I hope that the promoters of the bill will have sketches of the point where the bridge is to be built prepared, and that evidence will be adduced to show that the bridge will not impede or affect the navigation of the river in the future. I should much prefer that these provisions should be made statutory. I have every confidence in this government, but we do not know how long the present government may be in existence, and I may not have as much confidence in their successors. It is better to have all these matters statutory in their provisions in order that no difficulty may arise to prevent the carrying of them out.

Hon. Sir MACKENZIE BOWELL—Such a provision is made with respect to the international bridge at Ottawa.

Hon. Mr. CLEWOW—Certainly, and the same can be done in this case. I throw out this suggestion in order that the committee may take these matters into consideration, and that nothing shall be done to retard or prevent the construction of the Ottawa canal in the future.