

THE CANADIAN NORTHERN RAILWAY COMPANY.

House in committee on Bill (No. 81) respecting the Canadian Northern Railway Company.—Mr. W. McIntyre.

Mr. SPROULE. There are a number of amendments to this Bill, and it is not reprinted. I understand that the clerk has the power to have Bills reprinted when amended such as this is. This would require reprinting before we can have any intelligent understanding of what we are passing. I move that the committee rise and report progress until the Bill is reprinted.

Mr. GRAHAM. I have no objection. I am at a loss myself until it is reprinted.

Mr. URIAH WILSON. This should be the general rule. We get our file of Bills, the Bills are amended, and we do not know what amendments are made.

Mr. GRAHAM. I agree thoroughly with the hon. gentleman.

Mr. URIAH WILSON. Well, see that it is done.

Progress reported.

DOMINION ATLANTIC RAILWAY COMPANY.

House in committee on Bill (No. 50) respecting the Dominion Atlantic Railway Company.—Mr. Copp.

On section 6,

Mr. SPROULE. Generally we fix the number of directors at from five to nine. In this case the number is fixed at three, with power to increase to five. What is the reason for that?

Mr. COPP. I presume the reason is that this is an old company and an English company, and I think the three directors are all they ever had. They were incorporated in 1860, or thereabouts, and have been acting under the old charter ever since.

Mr. SPROULE. Then some portion of the road is built?

Mr. COPP. Yes; this is the road that runs from Halifax to Yarmouth.

Bill reported, read the third time, and passed.

SASKATOON, SASKATCHEWAN, PEACE RIVER AND DAWSON RAILWAY COMPANY.

House in committee on Bill (No. 70) to incorporate the Saskatoon, Saskatchewan, Peace River and Dawson Railway Company.—Mr. W. McIntyre.

Sir WILFRID LAURIER

On section 14,

Mr. WM. WRIGHT. Mr. Chairman, the company seems to be given the right under this section to carry on every kind of business except a barber shop and a laundry. I think we might as well throw these in.

Mr. SPROULE. This seems a most extraordinary Bill in the powers given to the company.

Mr. FOSTER. This section certainly is a tremendous section for a railway company. I was not in the committee when it went through, but being in the House now these look like very extended powers. What we are doing nominally is to incorporate a railway company. We give that company all the powers in connection with its road, including telephone and telegraph powers as regards the railway—and large powers at that. We give them electric powers with respect to surplus waters or electric power developed but not required for the purposes of the railway. But it also, in effect, makes them a general electric company. Then it goes on and says that they may:

Acquire, lease, hold or operate timber limits, and acquire, lease, construct, maintain, equip, operate or erect sawmills, pulp and other mills, and sell timber, wood products and lumber.

They may do the same with reference to coal, the same with reference to mines and minerals, the same with reference to hotels and restaurants. Hotels and restaurants along the line of the railway would be unobjectionable so long as they were used in connection with the road.

They may acquire, purchase, lease and hold lands required for, and lay out, establish and manage parks and pleasure grounds, and give a lease thereof.

A park along the railway which contributes to its tourist travel is not objectionable. But I think as to these powers with regard to timber lands, coal lands, mines and minerals, it is ridiculous to give them to a railway company. You might as well tell them to go out into the wide world and do as they please.

Mr. W. McINTYRE. The hon. gentleman will notice that the section is qualified by the words 'For the purposes of the railway.' They may do these things for the purpose of their undertaking. It is to be remembered that a great deal of this road, with the exception possibly of 100 miles, is built in an uninhabited country. It may be necessary for them to build saw-mills in order to obtain the timber required. It is only for the purpose of their undertaking. The same may be said of the mineral lands.