

Mr. HAGGART. I would ask the Minister of Finance, who is leading the government, when we may expect the printed report on the Quebec bridge? It is about time.

Mr. FIELDING. Does my hon. friend mean the printing of the report?

Mr. HAGGART. The printed report, I believe, is not down.

Mr. FIELDING. The clerk of the House informs me that the usual orders were given, and he will make inquiry.

Mr. GRAHAM. As a matter of fact, a portion of that report was laid on the table I think Thursday or Friday. The appendices are very numerous, they are now at the sixteenth.

Mr. HAGGART. That is only the photographs; I mean the printed report.

Mr. GRAHAM. Not the photographs at all. Appendix 16 is a long typewritten document.

Mr. FOSTER. Is the minister going to have the photographs reproduced for us?

Mr. GRAHAM. My hon. friend means the drawings.

Mr. HAGGART. I mean the photographs.

Mr. ARMSTRONG. I would ask the Minister of Public Works when I may expect a return with regard to the Bayfield, Grand Père and St. Joseph piers. Also I asked for a return from the Minister of Agriculture in connection with the cattle embargo; and one on February 10 and one on March 9, respecting the inspectors of packing houses.

Mr. FISHER. The last-mentioned return has been on the table of the House for several days; three others were laid on the table to-day.

Mr. PUGSLEY. With regard to returns belonging to my department, while some of them may be short, he must bear in mind that many of the returns asked for are very lengthy, and I have not felt justified in allowing the clerks in the department for extra time in making them up. Therefore they are doing the work in the ordinary office hours. We have no provision for extra clerks. My hon. friend must be patient with me.

#### PRIVATE BILLS.

##### FORT WILLIAM TERMINAL RAILWAY AND BRIDGE COMPANY.

House in committee on Bill (No. 101) respecting the Fort William Terminal Railway and Bridge Company.—Mr. Macpherson.

Mr. BERGERON. What are the amendments to the previous Bill?

Mr. FIELDING.

Mr. MACPHERSON. The amendments are found in sections 2, 3 and 4. The first amendment is to bring this railway company under the jurisdiction of the Railway Commission; the original Bill did not do that. The next amendment gives the city of Fort William power to acquire or to abolish the tolls. The fourth amendment is a question of the expenditure of money.

Mr. HAGGART. Will the hon. gentleman explain the reason of bringing it under the jurisdiction of the Dominion government, a small road like this?

Mr. MACPHERSON. The original Act left it practically in the hands of the Railway Department, and the committee thought it wise to place it under the jurisdiction of the Railway Commission. There was an arbitration as to where they should place the line, and some people who were fighting the Bill thought it better to place in the hands of the Railway Commission the power to say where the line should be located.

Mr. FOSTER. Between what points does the line run?

Mr. MACPHERSON. It is an electric railway operating between some islands in the Kaministiquia river and Fort William. I may say this Bill was up for some weeks before the Railway Committee, and the promoters of the Bill and the city of Fort William had a long fight over it. Eventually they came together and drew up the Bill in this form. It is a railway and bridge Bill. This company has power to erect bridges over the Kaministiquia river and operate on some of the islands. I fancy it is some gentlemen interested in real estate on those islands who are really promoting the Bill.

Mr. FOSTER. My hon. friend (Mr. Haggart) asked what was the reason this Bill should be brought into the Dominion parliament at all. It is a very short line, which I understand is to operate between the two towns of Fort William and Port Arthur.

Mr. MACPHERSON. No. I understand it does not run to Port Arthur. It crosses a navigable stream, and it is desired on that account to bring it under the jurisdiction of the Dominion parliament and the Railway Commission.

Mr. FOSTER. That would only make it necessary to get permission from the Dominion parliament to build a bridge across the navigable stream.

Mr. MACPHERSON. This is the renewal of a charter. I do not know what the original idea was in asking for Dominion legislation.

Mr. FOSTER. Does my hon. friend know why it was called a terminal railway? It does not seem to have much chance either