

purpose of incorporating railway companies to carry forward the business enterprises of this country that it should be in the interests of the people of Canada and not to the disadvantage of those people, for the benefit of those to the south of the boundary line. A statement was made here by the hon. member for Kootenay (Mr. Galliber) the other day that there are seven lines now tapping the international boundary which will take the trade of this district of country to the United States. We cannot, as the Prime Minister stated the other day, prevent that, but when a railway comes here for the purpose of having corporate existence given it by the authority of this legislature we can stipulate that it shall be so built and so constructed that it shall inure to the benefit of the Canadian people.

Amendment (Mr. Foster), withdrawn.

Bill read the third time and passed.

#### CONSIDERED IN COMMITTEE—THIRD READINGS.

Bill (No. 137) respecting certain patents of David Thomas Owen.—Mr. Stewart.

Bill (No. 183) respecting a certain patent of the Metal Volatilization Company.—Mr. McCool.

Bill (No. 185) for the relief of Isaac Pitblado.—Mr. Bole.

Bill (No. 178) respecting the Canada Central Railway Company.—Mr. Dymont.

Bill (No. 179) respecting the Brandon, Saskatchewan and Hudson Bay Railway Company.—Mr. Turriff.

#### THE CANADIAN AGENCY.

On the Order :

House in Committee on Bill (No. 77) respecting the Canadian Agency.—Mr. Bickerdike.

An hon. MEMBER. Stand.

Mr. HENDERSON. I promised the hon. member for St. Lawrence (Mr. Bickerdike) that I would move the third reading of this Bill. It is a very small matter. I understand—only to correct an error in the French edition.

Mr. BRODEUR. I think there is more than that. I think the charter itself has expired, and we cannot amend it.

Mr. HENDERSON. If the government takes that position, I do not desire to press the motion, but I wish to carry out my promise to the hon. member from Montreal.

Mr. BRODEUR. I drew the hon. member's attention to the fact that the Bill was illegal because it proposed to amend a charter which had expired a couple of years ago. I asked him for some explanation, and he told me that he would look into the matter.

Order allowed to stand.

#### SUPPLY.

House in Committee of Supply.

Department of Marine and Fisheries—to increase the salaries of A. W. Owen, chief clerk and accountant, \$200 ; W. L. Magee, chief clerk, \$200 ; C. Stanton, chief clerk, \$200, notwithstanding anything in the Civil Service Act, \$600.

Mr. URIAH WILSON. Have these gentlemen been getting the regular increase from year to year? If not, why not, and why are they now given an increase of \$200?

Mr. PREFONTAINE. Mr. Owen, the accountant, entered the department in 1881, he became assistant accountant in 1888, and in 1896 he was promoted to a chief clerkship and was appointed accountant. Owing to the expansion of the business of the department, his work has doubled in the last few years. His present salary is \$2,250. He has been getting all the statutory increases of \$50 a year, to which he is entitled according to law; but, although he is an old employee, he has not reached the salary that men of his ability and capacity usually receive. Mr. Magee entered the department in 1870. He has been in charge of the registration of shipping and steamboats, inspections of masters and mates and engineers. He was promoted to the rank of chief clerk in 1892 and has acted for the deputy minister in his absence. His present salary is \$2,250. This is a similar case and really more favourable.

Mr. URIAH WILSON. He reached that position four years before the other gentleman?

Mr. PREFONTAINE. Like Mr. Owen, he was stopped for a certain number of years when at the head of his class and not promoted. Mr. Stanton entered the service June 1st, 1879, and has therefore completed twenty-six years. He procured his chief clerkship on the 1st July, 1901. He has charge of the English correspondence and supervision of the work in connection with the registration of shipping and of all matters connected with applications for want of foreshore water lots. His present salary is \$2,000.

To increase the salaries of the following technical officers: E. E. Prince, \$200 ; W. J. Stewart, \$350 ; B. H. Fraser, \$200, and J. F. Fraser, \$200, notwithstanding anything in the Civil Service Act, \$950.

Mr. PREFONTAINE. Mr. Prince is commissioner and general inspector of fisheries. He was first appointed on the 1st of October, 1892. His present salary is \$2,000. He never got any increase. Gentlemen of the committee are aware that men occupying a similar technical position in the provinces are paid as much as \$3,000. The British Columbia commissioner of fisheries is paid \$3,000. They have chosen a well qualified gentleman from the United States. In this